WORLD-WIDE

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

VOL. 16 • No. 4

IN THIS ISSUE

APRIL, 1950

RAW SUGAR CARGOES

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TALBOT, BIRD & CO., INC.

Insurance Underwriters

111 JOHN STREET **NEW YORK 7, N. Y.**

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CLIPPER CARGO

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published once each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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COVER

The month of April brings Easter, and Easter brings whole cargoes of freshly-cut Bermuda lilies flown into the United States by Colonial Airlines. Miss Cathy Carlton, neck-deep in lilies, may be doing the unorthodox in sliding down the freight ramp—but it just goes to show to what lengths milady will go for a bouquet of airborne flowers.

They never used to think of broccoli as an air-freight revenue producer; but, as Richard W. Gilbert, Eastern Air Lines' cargo sales manager, pointed out recently, "air cargo, like gold, is where you find it." Picked in Alabama, the perishable crop is packaged attractively in cellophane, and flown out of Mobile to Northeast and Midwest markets. Eastern's cargoplanes depart from Mobile at night, several hours after picking, and make delivery the following morning. The airplane is getting most out of its three-month season of

SKYBORNE BROCCOLI

1. Broccoli field in Southern Alabama

2. Cleaning and packaging at Mike Kaiser & Sons plant

3. Ventilated crates containing pre-cooled broccoli

4. At Mobile airport for shipment to New York and Chicago

Guest Air Cargo Editorial No. 30

By GEORGE T. CUSSEN
Executive Vice President
THE FLYING TIGER LINE

THE future of the air-freight industry is very easy to analyze.

It can be stated in one simple sentence.

The future depends wholly on volume of traffic at a profit.

The route to that goal is equally plain.

Volume will be attained only with the lowest rates compatible with profitable operations.

We can have in the air-freight industry either a high-rate business rendering specialized service to a few customers, with a few, if any, carriers making money. Or we can have an industry serving a vast number of customers at the lowest practical rates, and many carriers making profits.

This fact is so plain that it is difficult to see how it can be overlooked, and yet we find a tendency to increase rates because of increased costs. This is only natural, but I do not believe we are going to build this industry by increasing rates. The problem of dealing with increased costs, particularly in materials and labor is, admittedly, a very difficult one. But management must meet that problem through a high degree of cost-control and the wisest expenditure of revenues.

I realize these are broad and general statements, easy to make and difficult to apply in a business which costs as much to run as an airline. But this industry cannot be built by surrendering to the pressure of costs and resorting to increases in rates.

I do not mean to say, of course, that increases, *per se*, must not occur. There are some logical increases which the users of air freight must expect to pay. When a carrier renders special service to an industry, that industry should expect to pay for it. If the service is worth the increased cost, we will have no trouble getting an increased rate. If it isn't, the service will be discontinued, and, in fact, it must be for the air-freight profit margin is so small that it cannot afford the luxury of special services which do not pay their way.

When we go back to the prewar days of air transportation, we can readily see that air passenger transportation went through much of the evolutionary process that must be followed by air freight.

In those days, the price a passenger paid to ride across the country by airplane was much higher than it is today. Few carriers were making any money and traffic was light. Today, the price is much less, more carriers are making money, and a lot more people fly.

Air freight is no different, except that air freight needs volume much more than passenger traffic. The reason is that the profit margin on air freight is much less. A ton-mile of air freight brings in about one-third a ton-mile of passenger traffic.

True, air freight costs are much less.

However, the difference between the cost of air freight and the cost of fast surface transportation to the shipper is much more competitive, in most instances, than the same comparison in respect to passenger transportation.

A man will spend, on himself, the difference between the cost of air transportation and surface transportation much more quickly than he will pay that difference for a pound of freight.

Hence, a difference in the cost of freight is figured by the shipper, literally, in "cents," and a few cents a pound can mean the difference between getting the business and losing it.

There is nothing new in this, but sometimes we seem to forget some of the fundamental facts of this business.

We in the air-freight business have predicted quite a future for it. The CAB, in its decision in the air-freight case, restated it, and recently the president of one of the major transcontinental carriers said he thought air-freight volume would equal passenger volume in 10 years.

Of course, it will be a long time before air-freight revenue equals passenger revenue, because a pound of passenger traffic brings in three times as much as a pound of air freight.

However, if transportation history proves as true in the air as it has on the ground and on the seas, freight eventually will become the predominant source of revenue.

That time certainly cannot come until we can again lower the cost of air freight to the shipper and the consignee. The major prospect for reduced air freight rates lies in more efficient operation and more efficient operation will be largely attainable in a broad sense only through building of better cargo aircraft.

It seems to me that this prospect is largely in the hands of the Government. The cost of development of such an aircraft is large. In fact, it is so large I doubt that any carrier, or group of carriers, can afford it. Then there is

(Concluded on Page 25)

How London's brokers and chartering agents applied their steamship experience to chartering aircraft for world-wide cargo flights

Baltic Mercantile and Shipping Exchange in London

Cooperation—
The Key to Better Chartering

By J. L. LOGAN
Secretary
The Airbrokers Association

IN 1938, brokers and chartering agents of the Baltic Exchange in London began to do business in chartering aircraft, thereby adding a modern facet to this 200-year-old mercantile and shipping exchange.

The Second World War quickly put a brake on expansion in this direction, but in 1946 the impetus to aviation given by wartime development, especially in air cargo, encouraged Baltic members to recommence their work.

In 1947 a group of brokers, having found the need for mutual collaboration in fixing aircraft and their loads economically, formed the Air Freight Advisory Committee of the Baltic Exchange, from which the Airbrokers Association was formed February 1, 1949.

The long experience gained on the Baltic Exchange in marrying up tramp ships and cargoes, and in negotiating charters, not only in the United Kingdom, but throughout the world, proved most useful to the airbrokers and chartering agents.

Some 10 percent of the members of the Baltic Exchange have joined the association, and as business increases so do applications for membership.

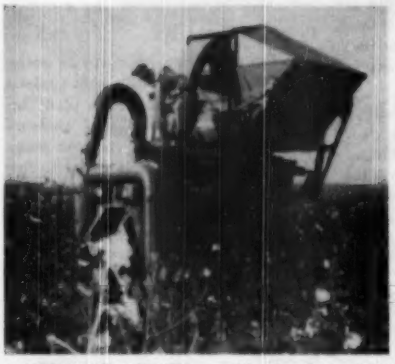
Publicity for the work of the Exchange is sought through the national and provincial Press, through chambers of commerce, trade organizations, and the Central Office of Information of the British Government, etc., and so far the response has been good. Market research is also undertaken, the results of which are published simultaneously to all members so they can follow up the leads given.

The association itself does not transact business and is a non-profit making organization, supported by members' subscriptions.

(Continued on Page 16)

Did you know that California is one of America's principal cotton-growing states, and that last year, with a production of 1,300,000 bales, the Sunshine State ranked fourth in cotton production? Take Fresno, for example, which grows most of California's cotton. Growers there depend a great deal on air transportation to get top prices—and United Air Lines has gone a long way in cooperating with the needs of these cotton men. "Redraws"—or samples from specific bales requested by would-be purchasers—used to consume from 10 to 14 days en route. Now, via air cargo, the "redraws" reach the buyers in a matter of hours—and what is most important is that the *sale price usually approximates the market price at the time the original request was made.* That's why growers now are looking to the sky and why . . .

OL' KING COTTON
IS TAKING TO THE AIR



1. MECHANICAL PICKER, capable of gathering 2,700 pounds of cotton in eight hours, goes into action at one of California's cotton ranches, where later . . .

2. FOUR-OUNCE SAMPLES are extracted and sent to United States Department of Agriculture experts for official grading, and after process is completed . . .

3. "REDRAWS", requested by prospective buyers throughout the country, are loaded aboard United Air Lines cargoplanes for swift shipment to the East Coast.

Planning the Air Freight Terminal

BY L. R. HACKNEY

Air Cargo Sales Engineer, Lockheed Aircraft Corporation

ANALYSIS

This part presents a suggested approach and contents of an analysis in order to obtain the answers to the various items as listed under Objectives.

Economic Analysis

1. *A Potential Cargo Volume Study* is required in order to ascertain the amount of air cargo which it may be anticipated will be handled by the proposed air freight terminal. These data should be broken down by:

a. Types and volume of commodities that will be handled through the air freight terminal. These data are necessary in order to adequately determine the building and cargo handling equipment requirements.

b. Seasonal variation analysis of various commodities should be conducted. This information is required to establish proper cooling facilities and additional storage area to handle adequately various perishable products which will be handled in large volumes during the different seasons of the year. With the development of the shipment of agricultural and horticultural products by air it is extremely important to have an estimate of the volume in order to provide pre-cooling facilities as well as any special handling equipment necessary.

2. *Potential Revenue Analysis*—A thorough study and an accurate analysis of the total potential revenue which may be anticipated is by far the most important of any study listed herein. Attention must be given to the following potential sources of revenue, with a determination of anticipated amounts.

a. *Air Freight Terminal Rentals*—In order to establish a unit cost per square foot which may be charged to the various airline and freight forwarder lessees:

(1) A study should be conducted of actual airline terminal costs of certificated passenger carriers. This is a study of costs as they are presently handling air cargo at various competitive air terminals.

PART II

(2) After determining the construction and layout considerations covered under "C" of the Objectives (Airport Suitability Consideration) a complete analysis is needed to establish a cost per hundredweight for handling cargo with the proper terminal buildings, cargo handling equipment and apron facilities. *It is this figure, compared to the present operating costs, which must be known with a reasonable degree of accuracy in order to establish the terminal rental charge.*

b. *Cargo Aircraft Landing Fee Study*—As part of the overall revenue determination listed under "A-2" of the Objectives (Potential Revenue) it will be necessary to prepare a brief review of proper landing fees and revenue that may be expected to be derived therefrom.

c. *Fuel and Oil Sales Analysis*—After arriving at the potential cargo volume, it will be possible to determine the amount of fuel and oil which will be required to supply cargo flights in and out of the proposed freight terminal thus establishing the anticipated revenue from fuel and oil.

d. *Service and Overhaul Business Survey*—At least a brief check should be made of the potential service and overhaul business which may be available from the air cargo activities.

e. *Cold Storage Facility* requirements and the rental which can be anticipated therefrom—Recent studies on perishable and horticultural products verify the advantages of pre-cooling facilities and the revenue expected.

f. Air cargo pick-up and delivery service business should be analyzed for the merits of providing a means of additional revenue. However, it is believed it will be found that the cartage business with its numerous problems and surveillance by the ICC will not be an advisable enterprise.

g. The indirect benefits of both the terminal and its subsidiaries by establishing and operating a major air freight terminal should be evaluated.

h. Miscellaneous business survey—A brief check of additional revenue which may be developed from the air freight terminal should be made. This would be developed after the magnitude of the terminal is known as well as air cargo personnel required to man such activities. It is visualized that additional business such as parking areas, restaurants, canteens, etc., will be developed.

Political Analysis

1. For the most part it will be necessary to complete the economic analysis and construction and layout plans before completing the political analysis. It will be necessary to consider many of the political aspects in detail to furnish the answers to the potential cargo volume and construction and layout plans. Undoubtedly before the final political considerations are determined it will be necessary to contact and discuss the subject with the head offices of the certificated airlines which would be potential customers at the air freight terminal.

2. With the recent certification of several all-freight carriers, an investigation should be made of what may be anticipated in the field of contract freight operations. Such companies will undoubtedly continue to operate, and perhaps others will enter the field.

Airport Suitability Survey

1. Runway lengths required for proposed and future cargo aircraft in order to determine the life expectancy of the terminal's present runways (if they are already constructed) should be studied. Also, a study should be made of what increase in runway lengths will be required to maintain leadership as a major air freight terminal.

2. Runway strength investigation, taking into consideration cargo aircraft of the 50,000-pound payload class as

(Continued on Page 22)

AIR CARGO PROFILES . . .

AN INCUBATOR BABY, HE WAS CALLED "MIKE" BY TWO UNCLES BEFORE HIS GRANDMOTHERS DECIDED ON "LYLE RAYMOND".

L. R. "mike" HACKNEY

AIR CARGO ENGINEER FOR LOCKHEED AIRCRAFT

SWIMMING IS MIKE'S HOBBY - IN HIS SCHOOL DAYS HE SWAM AGAINST BUSTER CRABBE AND AUSTIN CLAPP!

BESIDES HIS OUTSTANDING WORK AT LOCKHEED MIKE TEACHES AT U of S.C. AND HAS AUTHORED SEVERAL BOOKS, ARTICLES, AND COURSES!

A NAVY MAN IN HIS EARLY YEARS, HE WORKED WITH BOTH SERVICES DURING THE LAST WAR - QUITE A JOB!

Bob Bice
AIR TRANSPORTATION

(REG. U. S. PAT. OFF.)

THE first two of a fleet of specially converted DC-4 airplanes, aimed at tapping the the heavy-freight field, have entered into the service of Northwest Airlines. In service between New York and Seattle-Tacoma, touching key cities along NWA's transcontinental route, the cargoplane fleet was decided upon to "meet growing needs of shippers for more air cargo facilities, including those for heavy items." Maximum payload of an NWA DC-4 cargoplane is nine tons.

According to K. R. Ferguson, vice president-operations and engineering, the converted planes are fitted with large double doors which permit the loading of oversize and odd-size freight, such as motor vehicles, tractors, grand pianos, ship's parts, etc. The equipment so familiar to air travelers—seats, coats, racks, lights, etc.—have been ripped out to make room for freight. With an increase in fuel capacity, shippers now have the benefit of a range of approximately 1,000 miles greater than that of the regular DC-4s.

Westbound intermediate stops are at Detroit, Milwaukee, Twin Cities, Billings, and Spokane; on the eastbound run La Crosse, Wisconsin, may be included.

President-General Manager Croil Hunter recently announced that Northwest handled its heaviest volume of business last year, producing new highs in revenues. A net profit of $1,235,405, after taxes, compares with the 1948 net loss of $787,474.

NWA's Cargo Department reports that 5,000 pounds of Chinese Kolinsky furs for neckpieces were recently flown from the Orient to New York . . . 500 pounds of straw braid for Spring hats were airshipped to New York from Seattle . . . $70,000,000 worth of Washington State bonds, which will be used to pay bonuses to war veterans of that state, were airfreighted to New York for signing . . . 10,000,000 (yes, ten million) bibles were hauled in an NWA plane bound for Japan.

• • • • •

Latest interline agreements signed by the Flying Tiger Line have been with Braniff International Airways, Chicago and Southern Air Lines, and New England Greyhound Lines, Inc. The agreement with Braniff was signed by Robert V. Woodworth, Flying Tiger interline manager; and W. R. Beattie, Braniff agency and interline sales manager. Woodworth also signed for Flying Tiger in the C&S pact; and G. J. Keller, C&S cargo traffic-sales manager, for the latter. In the agreement with Greyhound, Albert M. Farr, district sales manager in Boston, signed for Flying Tiger; and John K. Whittemore, general traffic manager for the bus company, for Greyhound.

Executive Vice President George T. Cuneo (*see Guest Air Cargo Editorial in this issue*) reports that last January's total of 1,438,000 revenue ton-miles was the Flying Tiger's best January and the second best revenue month in the company's history. Compared to January, 1949, the month's revenue shot up 70 percent.

• • • • •

Manufacturers of women's garments will be interested in knowing that Sabena Belgian Airlines is making tremendous use of a specially designed hanging container (made in Belgium) which holds as many as 40 dresses and closes with a slide fastener. Bill Butler, Sabena's cargo sales manager, tells us that scads and scads of such cargoes are going overseas in these containers. Savings are in packing costs, weight, and in re-pressing after arrival. Also worthy of note is that dresses as low as the $6.95 retail bracket are flying across the Atlantic in Sabena aircraft and easily absorbing air freight charges. You'll find similar containers in use by certain domestic airlines.

• • • • •

Beginning April 7, Air France is inaugurating a new luxury nonstop service between New York and Paris. Known as *The Parisien*, the folks over at Air France promise the last word in air transportation. Business travelers, take note!

• • • • •

TACA Airways is now located at 100 East 42nd Street, New York. Phone number: MUrray Hill 3-7575. Alvin C. Schweizer, Eastern traffic manager, heads the office.

• • • • •

Braniff International Airways has opened service to Asuncion, Paraguay. It is the seventh Latin American country on Braniff's international route which will be extended to Buenos Aires.

Linea Aeropostal Venezolana has won a three-year foreign air carrier permit from the Civil Aeronautics Board which provides for air service between Maiquetia, Venezuela, and Montreal, via Havana and New York.

* * * * *

Statistics issued by Swissair show the airline to have increased its 1949 traffic over 1948 by almost 1,500,000 miles. Freight traffic was at an all-time high of 4,813,442 pounds. The Swiss airline operated 98.9 percent of its scheduled flights.

* * * * *

Testifying before the House Interstate and Foreign Commerce Transportation Subcommittee, Earl Slick, president of Slick Airways, urged that passenger airlines be forced to disclose their costs for carrying mail and freight so that "the public and the shippers and the Government can plainly see the amounts these subsidized carriers are losing in the air freight business—and charging off—and can thus get an idea of what air freight would cost the shipper if we, and other all-freight carriers, were forced out of business." He said that his company was not eligible for a subsidy and did not seek it, but that all he sought were "fair rules of the game."

* * * * *

We recommend a handy little booklet, *Reference File of Air Express Uses*, put out by the Air Express Division, REA. For a free copy write: Special Service Department, Air Transportation, 10 Bridge Street, New York 4, N. Y.

* * * * *

For months now, several times each week, the Editorial Department of Air Transportation receives requests for certain statistics on the Berlin Airlift. So, once more, we set forth these figures. During the 11-month blockade which terminated May 12, 1949, and for four months afterward, a total of 2,343,315 tons was flown into Berlin in 277,204 flights. Thirty-one Americans and 30 Britons lost their lives in this historic operation. On the American side of the ledger (included in the above figures) there were 263,472 flights hauling 2,185,247 tons. Total cost to American taxpayers: $246,698,500. War is never cheap—not even a cold war.

* * * * *

Revision of Pan American World Airways' schedules and changes of equipment have been effected on routes through Mexico and Central America. The new program includes (1) use of Convairs between Guatemala City and Panama, with intermediate stops at San Salvador and Managua, cutting flight time by one hour; (2) nonstop runs between New Orleans and Guatemala City, operating four times weekly, with DC-4 service on the three remaining days; (3) daily through one-plane service between Mexico City and San Salvador; and (4) the replacement of Guatemala City by San Salvador as PAA's main junction in Central America.

A new schedule revision now makes available a weekly Clipper flight between Miami and Jamaica.

How did Pan Am's freight people do last year? Very well, according to those figures: 37,299,083 revenue ton-miles—an increase of 3,458,425 ton-miles over 1948. Cargo tonnage: 47,704,000 — 7,666,000 pounds better than the year before.

Cargo tidbit: An entire branch office of Pan Am was airshipped from Miami to Port-au-Prince for Haiti's Bicentennial Exposition. The shipment comprised 44 pieces weighing 1,600 pounds.

Panagra is now offering daily service to Havana from South American cities served by the line, as the result of an interline agreement with Pan Am. Connections are made at Miami.

More than 100,000 revenue express and freight ton-miles over the 1948 total have been recorded by Panagra. The carrier hauled 2,510 tons of express and freight last year between the United States and South America, representing an increase of 200 tons of cargo.

The biggest piece of freight ever air-freighted out of South America—a 6,900-pound rotor used in the electric motor of a smelter—was flown from Peru to New York for repairs, and flown back again. In this case, air freight averted shutdown of the Cerro de Pasco Cooper Corporation plant at Oroya, Peru.

Glenn L. Martin's new Model 4-0-4 transport which Eastern Air Lines and Trans World Airline have ordered to the tune of 68 aircraft—35 for EAL and 10 for TWA. The volume orders—first in more than three years for twin-engined air transports—represent $35,000,000. With a top speed at cruising altitudes of 312 miles per hour, coupled with unusually low landing speeds, the 4-0-4 will be the first production airliner designed and stressed for conversion to jet engine-driven propellers, when the Air Force releases these power plants for commercial use. Passenger capacity is 40, and the cabin is pressurized and air conditioned. According to C. C. Pearson, president-general manager of the Glenn L. Martin Company, deliveries of the 4-0-4 will begin in the Spring of 1951.

National Airlines has announced additional nonstop service between New York and Miami, using Pan Am equipment. This is the result of CAB approval of a charter agreement between NAL and PAA.

* * * * *

S. E. "Bud" Ross, TWA's cargo director, expects cargo traffic between United States and Italy to climb to the upper reaches as the result of the airline's inauguration of service to Milan. Flights leave New York each Thursday, arriving in Milan the following day. The return run departs from Milan on Tuesday, reaching New York Wednesday. TWA's weekly all-cargo flight has added Milan to its route.

* * * * *

Following are United Air Lines' latest freight rates reductions and their recent effective dates:

February 27—Reductions up to 14 percent on agricultural products, automotive parts and accessories, dry goods and 35 other specific commodities shipped between Boston, New York-Newark, Philadelphia, Detroit, Cleveland, and Chicago.

March 5—Reductions up to nine percent on electrical parts and appliances, furs, films, fresh fruits, and 34 other specific commodities shipped between San Diego, San Francisco, Oakland, Los Angeles, Portland, and Seattle.

March 24—Reductions up to 38 percent on volume shipments of all commodities except furniture, human remains, and a few other restricted items, flown between most major cities on United's coast-to-coast system. Reductions are scaled to 1,000, 2,000, 2,500, 3,000, 5,000 and 10,000 pounds.

March 24—Reductions up to 14½ percent on volume cargoes of furs, fruits, automotive parts and accessories, electrical equipment, and 34 other specific commodities shipped between Portland or Seattle and major eastern cities. Reductions are scaled to 2,000, 3,000, 4,000, 5,000, 7,500, 10,000, 12,500 and 16,000 pounds.

March 24—Reductions up to 27 percent on eastbound 100-pound, all-commodity shipments to major cities, excepting personal effects, gold bullion and other restricted items.

March 25—Minimum weight charge reduced to 25 pounds or $3.

United reports that cargo traffic, in all categories, rose again in January and February, reflecting a healthy year in 1950.

* * * * *

A couple of months ago, AIR TRANSPORTATION published a feature story on the distribution of that anti-histamine drug, Inhiston. Carl Stogner, traffic manager of the Anahist Company, Yonkers, New York, manufacturers of the competitive product, reports through American Airlines that air freight was responsible for the distribution of Anahist to 55,000 drug stores throughout the country in two weeks.

"By using surface transportation," he said, "the same operation would have taken months."

* * * * *

Hugh Johnston, director of cargo sales for Trans-Canada Air Lines, reports that 5,913,069 pounds of domestic and international express and freight were flown by TCA last year—an increase of 34 percent over the previous year. Biggest gain was on the line's North Atlantic service where air cargo increased 64 percent. TCA cargo officials are registering more traffic westward from the United Kingdom. Principal articles reaching Canada from Britain are automobile parts and accessories, textiles, drugs, surgical instruments, musical recordings and instruments, and a large assortment of general merchandise.

On TCA's North American routes freight pounds hauled increased from 1,869,944 in 1948 to 2,573,419 in 1949, while express rose 400,000 pounds to a total of 2,179,950 pounds last year.

* * * * *

British Overseas Airways Corporation will inaugurate *Stratocruiser* service between London and Montreal this month. There will be two round trips a week, in addition to two *Constellation* round trips. According to BOAC officials, eventually all London-Montreal runs will be made with *Stratocruisers*.

* * * * *

Beech Aircraft Corporation has received a $1,500,000 contract for the manufacture of aircraft service parts for the United States Air Force. A portion of the contract will be allocated to the USAF's foreign aid program.

* * * * *

United Air Lines and National Airlines have signed an agreement for space and services at New York International Airport (Idlewild).

* * * * *

Dojama Eastern Corporation, Gordonsville, Virginia, is plugging its new-type versatile composing board for air terminals, air flight offices, flight schedules, etc. Special features are its all-plastic composition, eye-appeal, unlimited color range and sizes, etc.

* * * * *

Tying in with the Leipzig Fair, KLM Royal Dutch Airlines last month operated several special flights. KLM also operates flights to the German cities of Hamburg, Dusseldorf, Frankfurt, Nuremburg, and Munich.

According to Robert Ramspeck, executive vice president of the Air Transport Association (see *The Open Sesame to More Profits* in March AT), the cost of transporting air mail dropped 15 cents per ton-mile last year as compared to 1948. He made this statement before the House Interstate and Foreign Commerce Committee.

The air mail payments system established by the CAB, he said, is on a sliding scale, so that in the case of the four largest airlines, the more mail they carry, the less they receive per ton-mile. In the case of the other carriers, the more non-mail traffic they carry, the less they receive for transporting mail. Thus, the increased volume of business last year made possible the reduction in the charge for transporting mail from $1.25½ in 1948 to $1.12½ in 1949 per ton-mile. He added that as a result of the efforts of the scheduled airlines to increase non-mail revenues, they produced 42 percent more such revenues in 1949 than they did in 1946, a gross increase of about $125,000,000.

* * * * *

Panair do Brasil has purchased a *Catalina* PBY5A from The Babb Company, Inc., for service on its Amazon River routes. The Brazilian airline now operates five such aircraft, four of which have been purchased from Babb.

* * * * *

The first text book devoted entirely and exclusively to air freight transportation, written by Richard Malkin, managing editor of AIR TRANSPORTATION, and published by LaSalle Extension University, 417 South Dearborn Street, Chicago, is available at $1.50 per copy. Divided into eight chapters, the manual covers types of air cargo; organization and extent of operations; characteristics of air freight transportation; air freight rates, tariffs, and principles of rate-making; shipping by air freight; how to sell air freight transportation; air freight forwarding; and legislation and regulation. *Air Freight Transportation* is designed for the traffic man.

* * * * *

It was recently revealed that seven DC-4s operated by Transocean Air Lines flew 40 tons of gold bars, worth $43,000,000, from Japan to the United States. The gold is owned by the Siamese Government and was sent here for deposit in the vaults of the Federal Reserve Bank of New York. Transocean performed the overseas portion of the job, turning over the gold bars to Slick Airways' airfreighters at Oakland for the cross-country flight.

* * * * *

Air Associates, of Teterboro, New Jersey, has established a warehouse at the Miami International Airport, providing expedited service for airlines, airport operators, and export customers in the Miami area. Robert E. Ringle will operate the Miami facilities. The new service center has made arrangements with the Goodyear Tire and Rubber Company to operate the Goodyear Tire Service Exchange Plan which provides adequate stock of tires for airlines.

* * * * *

The member nations of the International Civil Aviation Organization have agreed in substance to a standardization of customs, immigration, and related procedures which will streamline the international movement of air cargo and passengers.

* * * * *

The annual general meeting of the International Air Transport Association is scheduled for October 16-20, 1950, to be held in San Francisco. Warren Lee Pierson, TWA chairman, who was elected president of IATA, will succeed Dr. Albert Plesman, president-director of KLM, on the opening day of the session.

* * * * *

The manufacturing and distribution rights for the Load-Set Weblock, cargo tie-down system developed by the CJW Corporation, North Hollywood, California, has been acquired by Gordon D. Brown and Associates, Los Angeles. The transaction includes purchase of CJW's tooling and inventory, as well as the services of Edwin C. Elsner, president of CJW and inventor of the device.

(*Concluded on Page 25*)

Birdseye view of the Brussels International Fair which opens April 29 and runs through May 14. Exhibition floor space this year will total 1,100,000 square feet, biggest in the history of the Fair. Last year, of the more than 4,000 firms that participated, 373 came from the United States. Most represented category of American products was motors and machine tools, with industrial electricity and electronics running a close second. Other important American products, in the order of their representation, were: mechanical plants and equipment, electrical household appliances, office machines and equipment, heating devices, stationery and office supplies, washing machines—all air cargo items.

COOPERATION

(Continued from Page 6)

Membership is limited at present to members of the Baltic Exchange, and the latter functions strictly as an exchange. It does not transact business on behalf of its members or take any fees from business concluded "on the room." Its chief function is to provide a meeting place for brokers and charterers to discuss their own and their principals' requirements.

A spacious and handsome room is provided with adequate telephone facilities, and latest information on maritime and air matters, dining room, bars, arbitration rooms, etc.

Members of the Airbrokers Association have their own notice boards giving details of aircraft, both passenger and freight, on offer by the various brokers, and information on loads available and aircraft offering from foreign exchanges. Brokers and chartering agents get in touch direct with foreign air exchanges should there be any notices which interest them.

No fewer than 50 of the principal British and foreign charter companies —and scheduled airlines — are represented on the Exchange by their appointed brokers.

Every day between 10.00 hours and 16.00 hours members gather to discuss trends in the air chartering market, to offer aircraft, cargoes, or passengers, and to give quotations.

The system of working is really quite simple. Airlines and owners of charter planes appoint a broker (who is already a member of the Exchange) to act for them, and he is known as the "owner's broker." Shippers of cargo also appoint a broker to act for them—the "chartering agent." Any broker can represent as many owners and charterers as he likes, and it is quite usual for a broker to be both an "owner's broker" and a "chartering agent."

When an aircraft owner has a plane available, or requires a return load, he informs his broker, who attends daily at the Exchange. The position of this plane is put up on a "movements board." As there are 50 owners represented on the Baltic, there are frequently a great many movements on view.

Anyone wishing to charter an aircraft, or to ship a quantity of goods which may only represent a part cargo, informs his agent similarly. This load is checked against the aircraft available and the business is negotiated. In many cases, owners and charterers give their brokers a free hand (within limits, of course) to negotiate freight rates. The charterer's agent will know how much the goods can afford to pay, and the owner's broker will want to get as much as he can for his principal. The finally agreed rate is often a compromise.

Also, when a load is proposed for shipment, aircraft owners compete for it. There are no final freight rates for charter planes, as prices fluctuate from day to day, governed by the number of planes available, the return load state, and the number of owners competing for the cargo.

The Baltic Exchange has built up a code of honorable conduct in the transaction of chartering business and the Airbrokers Association supports that code.

A feature of the work of the association is the drawing up and publication of charter parties. Hitherto in the air charter world somewhat loosely worded and vague contracts have been drawn up by aircraft owners, usually safeguarding their own interests and in many instances imposing rather harsh conditions on the charterers. When contingencies not provided for have happened much time and money have been spent in litigation by the disputing parties.

To help to avoid this the Association has already drawn up and published two charter parties, one the "Baltairvoy," (single voyage cargo charter party), and the "Baltaircon" (consecutive voyages air cargo charter party). Others are in course of preparation for passenger charters, time charters, etc., and the "Baltairnote," which is a consignment note, will shortly be available for sale to the general public.

It is not considered that these are perfect documents. They can only become perfect when they have stood the test of legal battles, but at least a start has been made which has been generously noted and approved by the American Chamber of Commerce in London in August, 1949, issue of *Anglo-American News*.

"Carta Partita"

It is interesting to note that the term "charter party," used for a document of affreightment, is a corruption of the "carta partita" used in the 14th Century by the Genoese and Venetian merchants. The document was drawn up and torn in half, each party to it having one part. Claims of title under the contract were proved by fitting the two halves together.

The speed with which charters can be arranged, and the advantage of a central meeting place for developing the market in air chartering is shown by the following example. On behalf of an aircraft owner, whose machine was held up at Juba in the Sudan, a *Dakota* was chartered to fly out a re-

placement engine together with two mechanics. The same *Dakota* was to bring back the unserviceable engine to England. As there was vacant space available in both directions the following cargoes were found to assist in reducing the initial cost of the flight to the charterer. One and one-fifth tons of textiles went on the outward flight and were delivered in Nairobi after a stop at Juba to deliver the replacement engine. At Nairobi a consignment of pineapples awaited transport to London. These were loaded and the aircraft returned to Juba to pick up the engine for London. It was known that at Khartoum a rare animal—a pinbald donkey—for the London Zoo, required transportation, and the donkey, plus an assistant, was also loaded into the aircraft. The captain of the aircraft was authorised to pick up any other cargoes for which he might have space and to deviate from his direct route to London for the purpose if necessary.

The whole of this transaction was arranged on the floor of the Exchange in less than half an hour.

This is a good example of "tramping aircraft," the more extensive use of which the airbrokers of the Baltic Exchange are trying to encourage.

Although daily activity on the Exchange is limited to some dozen brokers who represent the specific charter companies, the balance of the members of the association use the market as chartering agents.

A Cosmopolis

It is interesting to note the cosmopolitan character of London's air market. On Christmas Eve an urgent request came from Cairo for an aircraft to fly out from England to that city to transport two passengers accompanying two corpses—one to Algiers and one to Tunis. Again, recently a request came from Spain for an aircraft to convey an urgently needed iron lung to Barcelona for a child in desperate need of it. Although the message was only received by a Baltic Exchange broker at 16.00 hours, a suitable aircraft was found, positioned to the point some 80 miles away where the lung was available, and reached Barcelona before midnight of the same day.

A Belgian aircraft was chartered to fly 2½ tons of penicillin from London to Karachi. The same aircraft picked up at Bombay a ship's crew for Philadelphia, and then embarked a further crew in New York and flew them to Palermo in Sicily.

Thus it will be seen that not only traffic originating in the United Kingdom is handled, but increasing use is being made by foreign charterers of the wide ramifications and experience of the members of the Baltic Exchange.

Startling results are not expected in this new venture and it will take a long time and persistent endeavor to create an international air market. Members of the Baltic Exchange are convinced of the need for, and the value of, such an Exchange, and are therefore working purposefully amidst the many difficulties imposed on the free-lance aircraft operator today.

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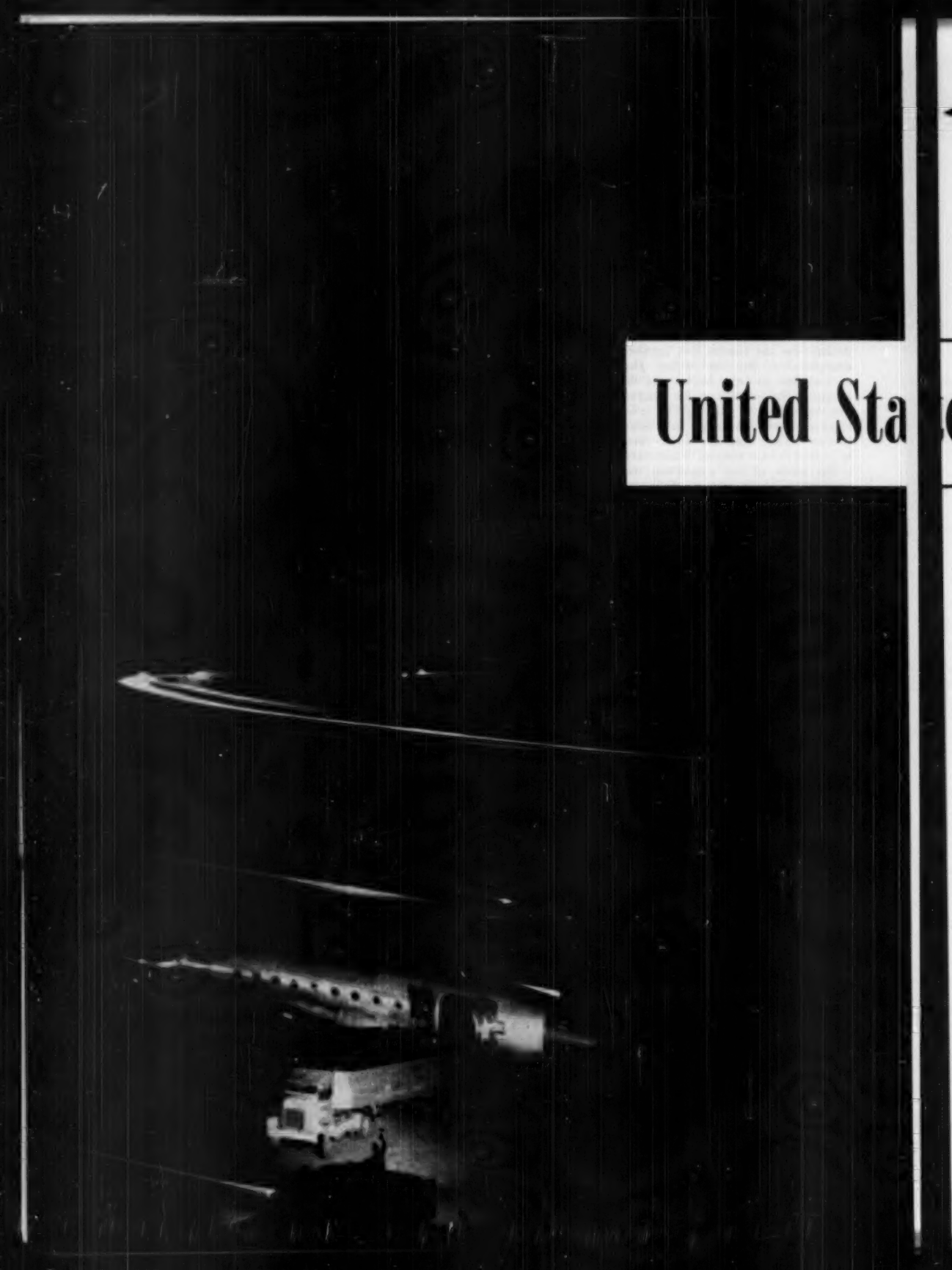

United Sta

THIS NIGHTTIME MILITARY AIR CARGO SCENE is duplicated manyfold, night and day, in our commercial air cargo services

By N. W. KENDALL

Transportation Division, Office of Domestic Commerce

United States Department of Commerce

...es Overseas Air Cargo Services

I. INTRODUCTION

ONE of the most significant developments in United States air transportation during recent years has been the evolution of cargo service from an adjunct of passenger operations to a recognized service in itself. Postwar expansion of air freight and air express services, made possible to a large degree by war experience, has benefited both the domestic and foreign trades of the United States, albeit in neither trade does air transportation account for more than a fraction of one percent of total tonnage carried. For a number of reasons, however, more attention has been given the appraisal and exploitation of domestic air cargo services than international air cargo services despite the fact that the advantages of the latter were even more dramatically demonstrated during the war period.

Applications for domestic air cargo route certificates have brought to light much information of a type as yet unobtainable concerning international air cargo services. Scheduled and nonscheduled all-cargo operations have been conducted by both certificated and noncertificated air carriers in domestic services, while scheduled cargo operations are not permitted noncertificated carriers in international service. The scale of certificated air cargo operations has been greater, and growth more rapid, in the domestic field. Moreover, United States noncertificated air cargo operations have been relatively less extensive in foreign than in domestic trade. Thus while progress is being made in locating and developing permanent sources of domestic air cargo traffic, total international air cargo potential remains virtually unknown, and probably to a greater extent than in domestic service, unrealized.

This report proposes to furnish, as a contribution to the promotion of air commerce, a general description of the development and characteristics of United States overseas civil air cargo services. That description will include a summary of trends in United States foreign trade by air and total United States foreign trade, together with an outline of the volume of traffic, nature of services, and type of operations performed by the various groups of air carriers participating in the foreign commerce of this country.

A second major purpose of the report is to indicate and discuss briefly some of the problems requiring solution for adequate development of air cargo services between continental United States and other areas. Although no definite estimate of air cargo potential is included, the report will present some projections of potential made by other agencies and will attempt to indicate the short-range outlook for further development of the services under review.

In the main the subject matter is restricted to a general consideration of air cargo (freight and/or express) transportation between, on the one hand, continental United States, and on the other, United States territories and possessions and foreign countries. To the extent that data permit, foreign flag air cargo operations between the United States and other areas are included. Only incidental references is made to transportation of passengers and mail; and operations of foreign air carriers within or between areas outside the United States are omitted. The scope of the report does not allow a detailed discussion of a number of economic, operating, and regulatory problems which are of international concern and which do not apply particularly to the air cargo services here selected for treatment. Among the specific problems excluded from analysis in this connection are the economics of international air navigation facilities; international air mail pay policy; establishment and control of international air rates; international rights of operation, including settlement of international air carrier landing rights and routes; and taxation of international airlines.

II. HISTORY

(A) Prewar Developments

The history of United States overseas air cargo services prior to World War II is almost exclusively a part of the history of Pan American Airways and affiliated airlines. Pan American was the only United States carrier with important services in the field of international air transportation during the prewar period. To gain the proper perspective, however, it is necessary to discuss briefly certain air transport develop-

ments prior to the origin of the Pan American services.

Commercial airline development throughout the world began at the close of World War I. Wartime research had so improved the performance of the airplane that by 1918 it had become a practical, though imperfect, commercial carrier. Conditions following World War I encouraged many of the leading aeronautical powers to foster airline operations. In the United States, limited development of international air transport occurred during the early postwar years, the major emphasis being on promotion of domestic air mail service. From 1918 until 1926, the United States Post Office Department operated scheduled air services in the United States, pioneering many domestic air mail routes, but few international routes. Enactment of the Kelly Air Mail Act in 1925, providing for Federal air mail compensation to private airlines on the basis of competitive bidding for routes, created the economic foundation for a domestic civil air transport industry. The Air Commerce Act of 1926, administered by the Bureau of Air Commerce, laid the groundwork for technical regulation of airline operations by the Federal Government and Federal promotion of domestic civil aviation through provision of airports, airways and other air navigation facilities. By August 31, 1927, the Post Office Department had relinquished control of domestic air services, and all domestic air mail was carried under contract by private companies.

International United States air mail service, the forerunner of international air cargo service, began on October 15, 1920, between Seattle, Washington, and Victoria, British Columbia. Operations on this route were continued until June 30, 1937. Air mail service from Key West, Florida, to Havana, Cuba, was inaugurated on November 1, 1920 by an airline whose contract with the Post Office Department was terminated in June, 1921. A contract was then let to another carrier, and service over the Key West-Havana route was performed until March, 1923. From April, 1923 to June, 1934, a so-called foreign air mail route was operated by an air contractor between New Orleans and Quarantine (near the mouth of the Mississippi River). The purpose of this service, like the Seattle-Victoria service, was to carry letter mail to and from a point where connection was made with

BY WAY OF EXPLANATION

SINCE the end of World War II, civil aviation has expanded with extreme rapidity. Of particular significance has been the development of air cargo services both in the domestic commerce of the United States and in overseas services. During the last four years an important new industry has developed in the carriage of cargo by air. In its Industry Reports on Domestic Transportation the Transportation Division has on several occasions analyzed particular phases of the development of domestic air cargo services. The present study, which represents a continuation of the Industry Report series, extends the analysis of air cargo services to those operations which take place in the territorial and foreign trade of the United States.

The purpose of the present report is to measure the importance of existing overseas air cargo services, to describe the characteristics of these services, and to evaluate their effectiveness in meeting the needs of commerce for fast transportation service. The study presents a variety of statistical data on United States foreign trade by air which have not previously been presented in any other publication. Unpublished tabulations of the Bureau of the Census have been compiled in order to present a complete picture of United States foreign trade by air in 1947. Data have been received from a number of international airports and from a large number of overseas carriers in an effort to present a reasonably accurate picture of foreign trade by air in 1948, although the data for this latter year are somewhat incomplete. The data covering the operations of the various carriers engaged in territorial and foreign operations are also somewhat incomplete but it is believed that the information which has been compiled furnishes a far more accurate picture of the nature and extent of foreign and territorial operations than is available elsewhere.

In addition to indicating the volume and direction of United States overseas air cargo services and to describing the nature of the operations conducted by the various carriers, this study makes some effort to appraise the volume of cargo which might move by air. The conclusions which are reached, while far more conservative than the estimates which have been made in other air cargo potential studies, indicate that there is a sizable potential volume of cargo susceptible to overseas air movement. The study accordingly should be of interest not only to the foreign trade community but also to air carriers and the aviation industry generally.

The current study, as previously noted, represents a continuation of the reports which have been issued under the general title "Industry Reports on Domestic Transportation." No further issues of the Industry Report will be made but additional studies of a character similar to the current one will be issued in a new Transportation Report series, of which the present study is the first.

In the preparation of the report valuable assistance was received from a number of the Department's Field Offices located in cities which are leading centers of international air commerce. Particularly noteworthy was the help furnished by the New York Regional Office. A large number of air carriers, scheduled and nonscheduled, also were extremely helpful in supplying the Division with information concerning the nature and scope of their operations. Without the assistance furnished by these carriers, it would have been impossible to present as comprehensive and complete a survey of overseas air cargo services as is contained in the current study.

United States Overseas Air Cargo Services was prepared by N. W. Kendall, under the direction of Paul M. Zais, Chief of the Transportation Division. Mary Brooks assisted with the compilation of statistical data.

H. B. McCOY, Director, Office of Domestic Commerce.

outgoing and incoming steamships. Outgoing mail accumulated after steamship departure was moved to the connecting point and incoming steamship mail was moved from the connecting point and delivered in advance of arrival of the steamship. The international air mail services named were the only ones antedating the mail services of Pan American Airways.

While by 1927 Federal financial support had been assured domestic air mail carriers, no similar economic basis yet existed for extension of United States air services to Latin America, the only technically feasible field, other than Canada, for foreign expansion. Pan American Airways, incorporated in March of that year, was awarded a contract by the Post Office Department for the carriage of first class mail from Key West to Havana until June 30, 1928, and obtained a contract with the Cuban Post Office Department for the transportation of Cuban air mail to the United States. Operations on this 110-mile route were started on October 19, 1927. Development of additional Latin American services in competition with heavily subsidized airlines of European nations would have been virtually impossible without enactment of the Foreign Air Mail Act, in March 1928. That Act, authorizing the Postmaster General to enter into contracts for the carriage of air mail to foreign countries and insular possessions of the United States for a term of 10 years, marked the real beginning of United States-flag air transportation to Latin America.

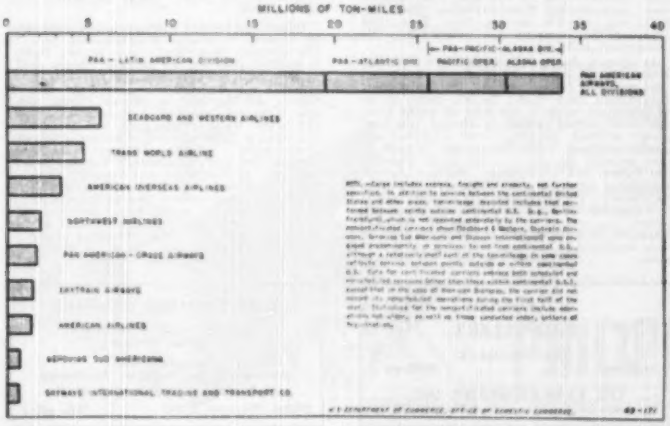
The exact date of the origin of United States international air express service, as distinguished from air mail service, is difficult to determine. According to one investigator, air express activities were carried on irregularly by various fixed-base operators between 1919 and 1926. Information is not at hand to indicate whether any of these activities were conducted beyond the limits of continental United States. The real basis for the development of air express, however, was the Kelly Air Mail Act, which permitted contractors on air mail routes to transport, in addition to mail for which Government payments were made, passengers, express packages, and freight. With revenue assured from the carriage of mail on fixed schedules, air carriers were enabled to experiment with the transportation of property at rates lower than air mail rates. Thus, regularly scheduled domestic air express service began on September 1, 1927, under contracts between the American Railway Express Company, predecessor of the Railway Express Agency, Inc., and four domestic air mail contractors.

As far as can be readily determined, scheduled United States international air express service was initiated in 1929 with limited operations between the United States and Canada by two air mail contractors. During the first half of 1929, one of those airlines carried 11 passengers, 445 pounds of express and 32,961 pounds of United States mail on the Seattle-Victoria route. The other carried 387 passengers, 2,414 pounds of express and 63,667 pounds of United States mail over the route between New York and Montreal. No express was transported over international routes by United States scheduled carriers during 1928.

The international air express service

(Continued on Page 23)

TON-MILEAGE OF REVENUE CARGO SERVICE PERFORMED BY LEADING UNITED STATES CARRIERS OF CARGO ENGAGED IN AIR TRANSPORTATION BETWEEN CONTINENTAL UNITED STATES AND OTHER AREAS, YEAR 1948



AIR FREIGHT TERMINAL

(Continued from Page 10)

called for in the Prototype Report, will be required.

3. The approach terrain problem should be carefully explored. This should include consideration of what improved landing aid equipment is necessary.

4. An airport accessibility survey is required taking into consideration future highway developments as well as the increasing traffic congestion problems.

5. A geographical location analysis of the principal shippers and receivers of air freight with respect to the terminal is required. These data are needed to determine if the hub of the industrial and shipping area might be so located as to warrant the selection of some other air freight terminal by the airlines.

6. The meteorological conditions should be evaluated with competing airports for the air freight business.

Construction and Layout Studies

1. Determination of the basic air freight terminal layout will be the result of simultaneous studies and effort of terminal personnel, equipment handling people and the coordinator of the project.

2. Building configuration and area studies will furnish the basic layout envolving the most efficient floor plan as well as space requirements relative to floor area and cubic area. Separate considerations must be given to the elevation plan whether the main floor of the terminal will be at dock-level height or ground-level height. Various template studies with scaled models are required to establish the most efficient apron layout.

Material Handling Studies

1. Material handling studies will determine to a great degree the building plan form and overall basic arrangement of the terminal. Studies to date reveal the following methods for handling cargo, which are either in use by the airlines or are being given consideration by them:

a. *Pallet-Fork Truck System*—Loaded pallets are moved by fork truck from warehouse area to airplane and then raised to loading-door level or placed just inside of the airplane door. The cargo is then moved from loading-door to the airplane interior either by hand or conveyor.

b. *Tractor-Train and Fork Truck System*—Loaded cargo carts are coupled to a tractor and towed to the airplane. The cargo carts are then raised by fork truck to the airplane door level.

c. *Tractor-Train and Power Booster Conveyor System*—Loaded cargo carts are coupled to a tractor and pulled to the airplane. The cargo is then raised by a powered portable conveyor from the ground to the airplane.

d. *Skate or Roller Conveyor System*—These systems are described in detail under "Closed Loading System" (Solution).

e. *Cargo Carts and Overhead Dragline Conveyor System*—This system is discussed in detail under "Open Loading System" (Solution).

Investment and Operating Cost Report

1. Original investment estimates must be prepared separately for the freight terminal building, loading apron, material handling equipment and miscellaneous installations. This will permit proceeding with desired combination of plans, either partially or in entirety.

2. Subsequent investment needs commensurate with expansion requirements must be estimated.

3. An initial operating cost analysis for the proposed air freight terminal should be prepared in detail as well as additional operating costs which will accompany expansion steps.

Terminal Operator Recommendations

1. At the conclusion of the study of all other factors listed on the foregoing pages recommendations should be presented for the terminal management's consideration on what organization should operate the proposed air freight terminal. In brief, it might be concluded that it would be more advantageous to have some organization construct and operate the terminal on a royalty basis.

(Continued Next Month)

BOOKS

Don't miss **Hitch Your Wagon**, by Clayton Knight and Robert C. Durham (Bell Publishing Company, Drexel Hill, Pennsylvania; 332 pages; $2.50). This is the intriguing story of Beirut Balchen, one of aviation's greats, whose exploits have made indelible history. A vivid personality written about in vivid terms. . . . **Slipstream**, by Eugene E. Wilson (Whittlesey House, 330 West 42nd Street, New York; 328 pages; $4.50), is the autobiography of the former chairman of the Board of Governors of the Aircraft Industries Association. A candid appraisal of the present armed services controversy is meshed with Wilson's story. . . . G. Lloyd Wilson and Lesle A. Bryan have come through with an excellent and valuable work in their **Air Transportation** (Prentice-Hall, Inc., 70 5th Avenue, New York; 665 pages; $7.65). Jammed with information. We recommend it highly.

As always, **Jane's All the World's Aircraft**, compiled and edited by Leonard Bridgman (McGraw-Hill Book Company, Inc., 330 West 42nd Street, New York; $16.50), looms as an all-important work in the field of world aviation. The 1946-50 edition is divided into four parts: military aviation; civil aviation; airplanes; engines. Fully illustrated. A must in your aviation library. . . . Louis A. Sigaud's **Air Power and Unification** (Military Service Publishing Company, 100 Telegraph Building, Harrisburg, Pennsylvania; 119 pages; $2.50) is a treatise on the utilization of air power within our armed forces. General Douhet's principles of warfare are examined as well as their application to the United States. Interesting. . . . **Operation Survival**, by William H. Hessler (Prentice-Hall, Inc., 70 5th Avenue, New York; 282 pages; $3.00), discusses the United States' new role in world affairs. The B-36, the atom bomb, etc. come under the author's microscope. An outspoken presentation.

The Pitman Publishing Corporation, 2 West 45th Street, New York, has come out with three interesting books: **Private Flying, Today and Tomorrow**, by W. T. Piper in collaboration with D. J. Duffin (296 pages; $4.50); **Learning to Fly**, by Lieutenant Commander Bert A. Shields (362 pages; $4.00); and the second edition of the **Private Pilot's Handbook**, by Commander A. G. Norwood (300 pages; $4.50). All the volumes are illustrated and cover their subjects thoroughly. Written in language you can understand. Each one is a good buy. . . . The official story of the air war in Burma is contained in **Wings of the Phoenix** (British Information Services, 30 Rockefeller Plaza, New York; 142 pages; $1.25). Illustrated with photographs.

Inland Marine and Transportation Insurance, by William H. Rodda (Prentice-Hall, Inc., 70 5th Avenue, New York; 530 pages; $6.65), is another must on the business library shelf. Divided into seven sections. A fine text. . . . For the air traveler we recommend Sydney Clark's **All the Best in Hawaii** (Dodd, Mead and Company, 432 4th Avenue, New York; 337 pages; $4.00) which gives you everything you want to know about the territorial islands. Photographs. . . . Now you don't want to do without the new **Hammond's Library World Atlas** (C. S. Hammond and Company, Inc., 1 East 43rd Street, New York; 312 pages; $6.00) which is an encyclopedia "portraying the march of civilization in word, map, and picture." Includes gazetteer-index of the world, airline distances, Air Age map, reference maps of foreign countries, and maps of individual U. S. states. A wonderful volume.

U. S. OVERSEAS AIR CARGO SERVICES

(Continued from Page 22)

of Pan American Airways was inaugurated in 1930. From 1928 through 1931 the company was chiefly concerned with surveying, establishing, and initially operating a vast system of air mail routes in Latin America. Pan American Airways and its affiliate, Pan American-Grace Airways, were the successful bidders on all of the contracts involving air mail routes throughout the Caribbean area and along the east and west coasts of South America which were advertised by the Postmaster General starting March 30, 1928. Operations were initiated from Miami on October 29, 1928. By the close of 1931, Pan American Airways System (including affiliated and subsidiary companies) route mileage totaled more than 24,500, with mail service provided to Mexico, Central America, Cuba, Puerto Rico, the West Indies, and most South American countries.

Pioneering of Latin-American air routes was fraught with many difficulties not encountered in the establishment and initial operation of domestic routes. The basic right to fly to and from individual countries had to be obtained through governmental negotiations and partly through the carrier's own efforts. Airways in Latin America had to be created and maintained, and, except in a few large cities, the carrier was required to build its own airports. The necessity of traversing large expanses of water and sparsely settled country, much of it consisting of jungles and mountains, forced the carrier to install new types of equipment and to evolve new techniques of operation and supply. Many other problems stemming from conducting a business in a number of foreign countries with different laws, languages, and customs had to be overcome. At the same time, the market for air transportation in Latin America was slow in developing owing to the relatively low per capita income of the population. Hence, the United States air carrier pioneering in that area was unable to utilize its equipment, facilities, and personnel as fully as could domestic air carriers as a group.

Panagra commenced developing its air express business as early as 1931. In connection with its operations within and between certain South American countries, it eventually developed an appreciable volume of bulk air freight, as distinguished from the low-weight, high-value commodities usually carried in air express service. Examples of air freight traffic carried were emergency shipments of heavy machinery, parts and spares in case of plant breakdown, occasional shipments of bulky goods to points reached only with great inconvenience by surface transport, and regular planeload shipments of low-value goods to areas virtually inaccessible by any other means of transportation. Express traffic was promoted through personal solicitation, since it was found that many potential users confused the service with air mail. COD services with customs clearance and store or house door delivery were established in some countries. Since Panagra did not operate to or from continental United States, it worked jointly with Pan American Airways in transporting express traffic between the United States and points on its route along the west coast of South America and extending to Buenos Aires.

Express traffic over the Latin American routes of the Pan American Air-

A recommended list of specified dangerous articles for use among IATA-airline cargo departments has been drawn up by the International Air Transport Association's Cargo Handling Working Group (above). It is expected that shippers and freight forwarders will find their job considerably easier when using the list, which is linked with statements of the conditions and limitations under which articles may or may not be hauled on regular air services. Left to right are: Harry Gibbons, IATA; J. T. Hendren, Pan American World Airways; M. E. A. L. deJong, KLM Royal Dutch Airlines, chairman of the group; Paul Lamoureux, Trans-Canada Air Lines; J. E. Gillham, Pan Am; O. B. Tomkins and A. F. Devenish, TCA; K. F. Ridley, Trans World Airline; and T. H. Bontenbal, KLM. Dudley Evans, of Scandinavian Airlines System, and W. R. McNab of TWA, also members of the group, do not appear.

ways System increased rapidly from the beginning, though the volume carried remained relatively small for a number of years. Total System air express handled rose from 12,156 pounds in 1930 to 961,076 pounds in 1934. In the latter year, arrangements concluded with the Railway Express Agency, Inc., greatly increased the territorial coverage and the available connecting ground services of Pan American's international express services. Under contracts signed by the two agencies in August, 1934, the REA agreed to make available its 23,000 offices in the United States as receiving stations for air express shipments to foreign destinations served by Pan American and as delivery stations for air express shipments from foreign points. Table 1 shows the trend in express revenue, total commercial revenue, and total revenue, including commercial revenue plus United States mail pay, of Pan American Airways (not including subsidiaries) in its Latin American operations during the period from 1931 through 1943.

TABLE 1.—*Express Revenue, Total Commercial Revenue and Total Revenue of Pan American Airways, Inc., Latin American Operations, 1931-43*

[In thousands of dollars]

Year	Express revenue	Total commercial revenue	Total revenue, including U.S. mail pay
1931	8	1,378	5,991
1932	19	1,210	6,081
1933	40	1,406	6,303
1934	64	2,043	6,904
1935	111	2,326	6,856
1936	194	3,461	7,659
1937	278	4,654	9,076
1938	369	5,258	10,044
1939	420	6,400	11,070
1940	590	7,982	13,133
1941	842	11,149	16,644
1942	2,707	19,025	23,271
1943	3,248	22,406	24,360

Several years' experience in relatively long flights over the Caribbean provided the basis for establishment of regular transoceanic service by Pan American. On October 24, 1935, the Post Office Department awarded that carrier the first transpacific air mail contract at a rate of $2 per mile, the maximum permitted under the Foreign Air Mail Act of 1928. Scheduled air-mail operations across the Pacific began with the round trip between Alameda, California, and Manila, November 22 to December 6, 1935. Express service on this route was inaugurated in February, 1936, and passenger service in October, 1936. Pan American's service was extended from Manila to Hong Kong in 1937.

The next major overseas extension of service by Pan American Airways was establishment of transatlantic services between the United States and Europe. Mail service got underway with a round trip flight, Port Washington, New York, to Marseilles, France, during the week May 20-27, 1939. Operations were conducted pursuant to a certificate of public convenience and necessity granted by the Civil Aeronautics Authority rather than under contract with the Post Office Department. Until the passage of the Civil Aeronautics Act of 1938, United States international airlines had no operating franchise other than their mail contracts, which in the case of Pan American were due to expire in that year. The transatlantic service of Pan American represented the first grant of permanent operating authority to an airline operating from the United States in transoceanic service. Pan American's initial scheduled transatlantic passenger flight was made on June 28, 1939. The British airline, Imperial Airways, Ltd., also commenced transatlantic flights in the summer of 1939. Carriage of transatlantic express by Pan American was inaugurated on September 25, 1941. During 1941 Atlantic services were expanded with initiation of service from Portuguese Guinea to the United States in February and between the United States and the Belgian Congo in December.

Not long after the establishment of its transatlantic services, Pan American extended its routes to the South Pacific and Alaska. The first air mail flight in South Pacific service left San Francisco for Auckland, New Zealand, on July 12, 1940, the first passenger flight on September 13, 1940. Express service on this route was also originated in

TABLE 2.—*Pounds of Express Carried by Pan American Airways, Inc., by Division, During Specified Years*

Year	Latin-American Division	Pacific[1] Division	Atlantic Division[2]	Alaska Division[3]
1930	[4] 12,156	0	0	0
1931	[5] 135,745	0	0	0
1932	[5] 298,815	0	0	0
1933	[5] 764,199	0	0	0
1934	[5] 961,076	0	0	0
1935	[6]	0	0	0
1936	[6]	[6] 6,941	0	0
1937	[6]	16,283	0	0
1938	873,605	18,790	0	0
1939	1,019,335	37,026	0	0
1940	1,076,203	69,027	[7] 108	[8] 19,612
1941	1,754,014	[9] 146,711	[10] 15,725	47,147
1942	5,683,541	[6]	[6]	[11] 74,847
1943	7,784,961	[6]	[6]	[6]

[1] Includes both North Pacific and South Pacific routes.
[2] Commercial air service to Bermuda began in June 1937, but apparently no express was carried in the Atlantic Division until November 1940.
[3] Data do not cover operations of subsidiaries operating within Alaska.
[4] Data for years 1930-34 refer to entire Pan American Airways System; those for years 1938-43 only to Pan American Airways.
[5] Not available in dockets included.
[6] Operations apparently began Feb. 22, 1936.
[7] November and December only.
[8] July through December.
[9] Jan. 1-Dec. 7.
[10] According to the company, trans-Atlantic express service began on Sept. 25, 1941; from November 1940 through September 1941, however, 6,988 pounds were carried in "mid-Atlantic" (Bermuda) service.
[11] January through August.
Source: Exhibits No. PA-83 and PA-84 in Docket No. 525; Exhibit No. PA-111 in Docket No. 547; Exhibit No. PA-4 in Docket No. 855; and Exhibit No. PA-125 in Docket No. 547, for Latin-American, Pacific, Atlantic and Alaska Divisions, respectively.

1940. As early as 1932, Pan American had started operating air services within Alaska. In that year the company purchased through a subsidiary the equipment and facilities of two Alaskan airlines engaged in various charter operations and in performing mail service under a number of Star Route mail contracts. Weekly service between Juneau and Fairbanks for passengers and express was established in April, 1935. In June, 1940, the company began scheduled service between Seattle and Juneau.

Table 2 summarizes the statistics submitted by Pan American to the Civil Aeronautics Board in Docket Nos. 525, 547, and 855 pertaining to air express traffic in the various overseas services.

Except for the limited transatlantic service offered by Imperial Airways, Ltd. (merged in 1939 with another British airline to form British Overseas Airways Corporation) and operations between the United States and Canada and Mexico via domestic and foreign airlines, overseas air services to and from the United States in the prewar period were conducted exclusively over the lines of the Pan American Airways System. The following résumé of the history of United States overseas air cargo services prior to 1942 therefore is based largely on Pan American's operations.

First, the conclusion is evident that air cargo services to and from continental United States were developed to a limited degree prior to World War II. While scheduled United States international air express service began in 1929 with operations to Canada, the real pioneering development was the extension of air services through Latin America. Transpacific air express operations were not initiated until 1936 and the volume of traffic remained relatively small for the remainder of the prewar period. Transatlantic and United States-Alaska air express services, inaugurated in 1940, were rudimentary when the United States entered the war.

While Pan American Airways generated a steadily increasing volume of express traffic between 1930 and 1941, Tables 1 and 2 reveal that in 1941 that carrier moved only 877 tons of express, accounting for approximately 5.1 percent of total revenue, in its Latin American operations.

Second, prewar international air express was a very high-priced service suitable in the main only for shipments in which speed, rather than economy, was the determining factor in the user's choice of transportation. Data showing the average level of international air express rates in the prewar years are not readily available, but the fact is clear that charges were much too high to attract a large volume of traffic. A clue to the rate level is Pan American Airways' proposal in 1944 of a rate structure in which the average air cargo rate would be reduced from 80 cents to approximately 25 cents per ton-mile. It was stated that air express rates had remained unchanged since 1933. According to a student of Latin American aviation, rates charged for international air express in the prewar period ranged from $0.80 to $1.30 per ton-mile. The types of traffic attracted by the high prewar air express rates are illustrated in Table 3.

TABLE 3.—*Composition of Air Express Traffic of Pan American-Grace Airways Originated at Four South American Cities During 1940*

Commodity	Percent of total number of shipments
Valuable shipments, gold, platinum, currency, etc.	21.5
Medicine, pharmaceutical products	15.8
Films	9.7
Cut flowers	7.8
Samples	7.8
Newspapers	7.2
Printed matter	5.8
Documents and legal papers	3.9
Spare parts	3.6
Clothing and personal effects	2.8
Textiles	1.2
Foodstuffs	1.0
Leather goods	0.5
Miscellaneous	11.4
All commodities	100.0

(*Continued Next Month*)

GUEST EDITORIAL

(*Continued from Page 7*)

the additional fact that we probably need two types of cargo aircraft—long haul and short haul. So the development cost is thus greatly increased.

If we ever get into another national emergency, the cargo airplane is going to be as important to this nation as the boxcar and truck always have been. Therefore, it is only reasonable to assume that the Government should undertake this development primarily as a matter of national defense, permitting the air-freight carriers to develop and prove the ideal type of aircraft.

We can go along on our future with present aircraft. Better aircraft will greatly enlarge this future, but in a national emergency a better cargo aircraft will mean much more to this country than it will ever mean to the operating carriers.

The need of doing this developmental job is a great need and one of the major responsibilities of our industry is to see that the Government fully understands that need. Irrespective of how we may feel about rate matters, this problem of aircraft development is one where it would seem united industry action is possible and is, in fact, a major responsibility as a duty to our country.

AIR COMMERCE

(*Continued from Page 13*)

A contract calling for the maintenance and overhaul of Seaboard and Western Airlines' entire airfreighter fleet on a fixed-price-per-flight-hour basis has been signed by the carrier and Lockheed Aircraft Service. Under the provisions of the agreement, which is the most extensive and significant for a four-engine operation ever concluded in the industry, S&W guarantees LAS an annual minimum of 6,700 flight hours, involving an estimated minimum expenditure of $350,000.

It was pointed out that the S&W-LAS contract "represents the climax in a growing trend of fixed price maintenance and overhaul." When, after the war, independent firms initiated commercial contract maintenance and overhaul operations, the charge method was on a time and materials basis.

LAS has the exclusive right to inspect, maintain, and repair all of S&W's *Airtraders*, with the exception of engines and in-transit inspections which are performed outside of the country.

AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

Following are the new directors of Air Cargo, Inc.: **R. E. S. DEICHLER** vice president-sales, American Airlines; **E. O. COCKE**, vice president-sales, TWA; **R. W. IRELAND**, administrative vice president, United Air Lines; **P. H. BRATTAIN**, first vice president, Eastern Air Lines; **C. E. BEARD**, executive vice president, Braniff International Airways; **JAMES W. AUSTIN**, vice president-traffic and sales, Capital Airlines; **E. L. WHYATT**, first vice president, Northwest Airlines; and **EMORY S. LAND**, president, Air Transport Association.

HUGH W. COBURN, vice president-traffic, Mid-Continent Airlines, was recently elected president of the Air Traffic Conference. Other officers elected: **WALTER STERNBERG**, vice president-traffic, National Airlines, first vice president; and **JAMES W. AUSTIN**, vice president-traffic and sales, Capital Airlines, second vice president.

G. K. GRIFFIN and **G. J. BRANDEWIEDE** have been named by American Airlines to the respective posts of vice president-personnel and vice president-maintenance and supply . . . Congratulations to **LINUS C. GLOTZBACH**, vice president and assistant to President Cyril Hunter of Northwest Airlines, who has been named to membership on two important committees of the American Bar Association . . . **OTIS E. KLINE** has been elevated to the position of executive assistant to the president of United Air Lines.

RICHARD L. JOHNSON has joined the Glenn L. Martin Company as assistant to the president . . . **STANLEY MEYER** has joined the members of Colonial Airlines' Board of Directors . . . **FRANK DOWD** has filled the vacancy on the board of Piedmont Aviation, Inc. . . . Newest board members of Bendix Aviation Corporation are **GEORGE E. STOLL** and **C. S. HARDING MOTT**.

★ SALES ★ TRAFFIC

TWA has announced the appointment of **J. N. MARTIN** as general manager for the Atlantic Region . . . **ROBERT W. KELLHOFER** has taken over the managership of the Sales and Service Department of the Fairchild Aircraft Division . . . **HERBERT F. MILLEY** has been appointed traffic manager for Pan American World Airways' Pacific-Alaska Division. **GEORGE L. STREHLKE** is now serving as central regional sales manager of Pan Am. District traffic managerships have gone to **CHARLES MAHER**, at Cristobal and Colon; and **HENRY M. CROOK**, at Ciudad Trujillo.

J. D. GARDNER, one of the Flying Tiger Line's oldest employees, has been appointed manager of rates and tariffs . . . Northwest Airlines reports that **WILLIAM C. KELLEY** has been named assistant district traffic manager at Detroit, and that **CHARLES L. KIRK, JR.**, and **EMMETT J. GEARHART**, senior traffic representatives, have been shifted to Tokyo . . . **J. M. KLAPP** is now serving as superintendent of government sales for United Air Lines, and **DANIEL C. SUDBRING** has been named district traffic and sales manager of Connecticut.

Eastern Air Lines has promoted **HAROLD R. WATSON** to the post of convention sales manager . . . At National Airlines, **LINDSAY O. HOLT, JR.**, has been named district sales manager in Charleston and Savannah . . . Greer Hydraulics, Inc., has appointed **KEVIN G. WINKER** sales engineer, and **THEODORE F. BRICK** district manager of the Dayton office.

★ CARGO ★

L. B. SAMPSON has been named city manager of cargo sales in Montreal for Trans-Canada Air Lines . . . **R. L. DARE** is United Air Lines' new manager of air cargo sales, succeeding **M. P. BICKLEY** (see *Air Cargo Profile* in July, 1948, AT) who has been elevated to the position of Eastern regional manager of sales. Dare has been with United for the past 18 years.

AIR FREIGHT FORWARDERS

NO petition for a writ of certiorari has been filed by the airlines with the Supreme Court in Chicago—and since the deadline was March 8, the final chance of the airlines for getting a reversal of the CAB decision authorizing air freight forwarder operations has been turned aside. Thus, the airlines have given up their battle to keep freight forwarders out of the air freight business.

It is understood that many freight forwarders, who up to now played a wait-and-see game, are preparing to file for operating authority.

A recent advertisement by Northwest Airlines (see March issue) established precedent when it included the names of 21 domestic air freight forwarders recognized by NWA. These were:

ABC Freight Company, Ace Air Freight Company, Airborne Coordinators, Airborne Flower and Freight Traffic, Air Dispatch, Air Express International Agency, Air Freightways, Air Lanes Service, All-Air Freight Company, Allied Air Freight, Peter A. Bernacki, W. J. Byrnes and Company of New York, Cloud Lane, Domestic Air Express, Emery Air Freight Corporation, Flying Cargo, International Veterans Airlines, Skyways Freight Forwarding Corporation, Twin Cities Air Service Company, Video Producers and Distributors, The Trans-Export Company.

▸ **Air Express International:** New branch offices have been opened in Chicago at 801 South Sherman Street. Heading the office is Ignatz Grofik, district manager, who is assisted by Ralph Mezger, export manager. Both veterans of AEI, Grofik and Mezger have an extensive background in the import-export industry. The firm now operates 10 offices.

▸ **Air-Sea Forwarders:** Paul R. Williams, president, is on a business trip through the Pacific area, and is expected to visit Honolulu, Tokyo, Hong Kong, and Manila, among other key points. It is understood that Williams will seek to establish agencies in that part of the world.

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
OY—Sydney, N. S.
STL—St. Louis
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEC—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

AF—Air France
A—American Airlines
AO—American Overseas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
EA—Express Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Seaboard & Western
SK—Skytrain Airways
SR—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.45 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SK: Lower rates for cargo of 3,000 lbs. gross weight and over. Planeload service minimum is 10,000 lbs. Minimum weight charge of $2 on all shipments.

SW: Special rates for shipments of 1,000-2,999 lbs. and 3,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
‡ Minimum charge for this shipment is that for 25 lbs.
♦ Rate of 25 lbs. or less.
• Minimum weight 50 lbs.
♦ Planeload service only.
◦ Consult airline for lower rates applicable to 3,000 lbs. and over.
df: Daily freighter service.
tm: Truck to Miami.

Destination	Airport and Airline	RATES (See Note) Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	IDL AO*	1 18	885	21	
"	IDL SS	1 13	85	15	Dly except Th
Aarhus, Denmark	IDL SS	1 13	85	15	Dly except Th
"	IDL AO*	1 16	872	21	M,F
Abadan, Iran	IDL BO	1 67	1 26	15	Su,M,T,Th,F
"	BOS AO*	1 67	1 252	20	Su,Th
"	IDL AO*	1 70	1 272	20	Dly
Abo, Finland	IDL SS	1 19	90	15	Dly
"	IDL AO*	1 16	866	21	M,W,F
"	BOS AO*	1 19	896	21	W,F
Accra, Br. Gold Coast	LGA P	1 99	1 42	15	M,Th
"	BOS P	1 95	1 40	15	M,Th
"	IDL BO	1 99	1 26	15	Su,M,T,Th,F
"	IDL AF	1 73	1 32	15	
"	BOS AF	1 73	1 30	15	
"	BOS AO*	1 73	1 266	20	Su,Th
"	IDL AO*	1 76	1 318	20	Dly
Addis Ababa, Ethiopia	IDL AO*	1 91	1 45	20	Dly
"	BOS AO*	1 88	1 41	20	Su,Th
"	IDL BO	1 80	1 41	15	Su,M,T,Th,F
"	EWR TC	1 65	1 50		
"	LGA TW*	1 85	1 39	25	M,Th
Aden, Aden	IDL AO*	1 84	1 378	20	Dly
"	BOS AO*	1 81	1 358	20	Su,Th
"	IDL BO	1 81	1 36	15	Su,M,T,Th,F
Ahmedabad, India	IDL AO*	1 96	1 471	20	Dly
Albertville, Belgian Congo	IDL S	2 26	1 67		T,Su
Alexandria, Egypt	IDL BO	1 30	1 13	15	Su,M,T,Th,F
"	IDL AO*	1 32	1 137	20	Dly
Algiers, Algeria	LGA TW	1 27	96	25	Su
"	IDL AO*	1 31	977	21	Dly
"	IDL AF	1 24	93	15	Dly
"	BOS AF	1 22	91	15	Dly
"	EWR TC	1 00	80	...	
Algiers, Cont'd.	CHI U*	1 31	1 04	.15	Su
"	YIP U*	1 20	90	.15	Su
Amman, Trans-Jordan	IDL BO	1 80	1 13		
Amst, Netherlands	IDL AO	1 08	.81	.15	M,W,Su
"	BOS AO*	1 08	.80	.15	M
"	IDL S	1 08	.81	.15	T,Su
"	LGA TR	.86	.71	.12½	
"	HFD TR	.86	.71	.12½	
"	IDL BO	1 12	.84	.15	Dly
"	IDL SS	1 29	.96	.15	Su,M,W,F
"	IDL AF	1 12	.84	.15	Dly
"	BOS AF	1 10	.82	.15	Dly
"	IDL K*	1 12	.84	.15	Su,T,Th,F,Sa
"	EWR TC	.85	.70	.25	
Anchorage, Alaska	SEC P	.41	.18	.15	Dly
"	SEC NW	.23	.15	.15	Dly
"	MPS NW	.45	.20	.15	Dly
"	OAK TR	.61	.29½	.15	
"	BOS U*	.46	.41	.15	Dly
"	CHI U*	.30	.22	.15	Dly
"	CLE U*	.42	.35	.15	Dly
"	DEN U*	.23	.33	.15	Dly
"	YIP U*	.41	.34	.15	Dly
"	LAX U*	.30	.25	.15	Dly
"	MKE U*	.39	.32	.15	Dly
"	LGA U*	.46	.39	.15	Dly
"	OAK U*	.30	.23	.15	Dly
"	PHL U*	.45	.39	.15	Dly
"	PDX U*	.25	.15	.15	Dly
"	SLC U*	.30	.22	.15	Dly
"	SFO U*	.30	.22	.15	Dly
"	DCA U*	.45	.38	.15	Dly
Antigua, B.W.I.	LGA P*	.34	.24	.15	M,Th
"	MIA P*	.25	.18	.15	M,Th
Antilla, Cuba	MIA P*	.20	.10	.15	Dly
Antofagasta, Chile	MIA P*	1 13	.81	.15	M,T,Su
"	MSY P*	1 19	.88	.15	M,T,Su
"	HOU P*	1 23	.71	.15	Su,M,F
"	BRO P*	1 22	.71	.15	Su,Th,F
"	CRP P*	1 22	.71	.15	Su
"	LAX P*	1 35	.88	.15	Su,M,F
Antwerp, Belgium	IDL AO*	1 09	.82	.21	Dly
"	IDL S*	1 07	.80	...	T,Su
Any Destination in Colombia other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1 18	....	.15	Dly
"	HOU P	1 28	....	.15	Dly
"	BRO P	1 20	....	.15	Dly
"	CRP P	1 23	....	.15	Dly
"	NLD P	1 23	....	.15	.....
"	LAX P	1 49	....	.15	Dly
Aracaju, Brazil	LGA P*	1 30	.88	.15	W,F,Su
"	MIA P*	1 13	.82	.15	W,F,Su
"	MSY P*	1 20	.90	.15	Su,W,Su
"	HOU P*	1 25	.72	.15	T,Th,F,Su
"	BRO P*	1 25	.72	.15	T,Th,Su
"	CRP P*	1 25	.72	.15	Su
"	LAX P*	1 37	.96	.15	Su,T,Th,F
Arecibo, Puerto Rico	EWR TC	.30	.29	...	Frequently
Arequipa, Peru	MIA P*	1 00	.53	.15	Su,T,W,F,Sa
"	MSY P*	1 06	.60	.15	SuMWThFSa
"	HOU P*	1 09	.63	.15	Su,W,Th,F
"	BRO P*	1 09	.63	.15	SuMWThFSa
"	CRP P*	1 09	.65	.15	Su
"	LAX P*	1 22	.77	.15	SuTWThFSa
Arica, Chile	MIA P*	1 08	.57	.15	M,F
"	MSY P*	1 12	.64	.15	M,Th
"	HOU P*	1 15	.67	.15	Su,Th
"	BRO P*	1 15	.67	.15	Su,Th
"	CRP P*	1 15	.67	.15	Su
"	LAX P*	1 28	.81	.15	W,Su
Armenia, Colombia	MIA P*	.58	.28	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	CRP P*	.63	.38	.15	Su
"	LAX P*	.76	.52	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	BUJ CS	.51	.39	.15	T,Th,Sa
"	CHI CS	.53	.41	.15	T,Th,Sa
"	YIP CS	.53	.41	.15	T,Th,Sa
"	ELD CS	.53	.40	.15	T,Th,Sa
"	EVV CS	.51	.39	.15	T,Th,Sa
"	FWA CS	.53	.41	.15	T,Th,Sa
"	GRW CS	.50	.38	.15	T,Th,Sa
"	HOT CS	.52	.40	.15	T,Th,Sa
"	HOU CS	.51	.39	.15	T,Th,Sa
"	IND CS	.53	.40	.15	T,Th,Sa
"	JAN CS	.50	.38	.15	T,Th,Sa
"	LIT CS	.52	.40	.15	T,Th,Sa
"	MEM CS	.50	.38	.15	T,Th,Sa
"	MSY CS	.49	.37	.15	T,Th,Sa
"	PUK CS	.51	.39	.15	T,Th,Sa
"	PIA CS	.53	.41	.15	T,Th,Sa
"	STL CS	.52	.40	.15	T,Th,Sa
"	SHV CS	.52	.40	.15	T,Th,Sa
"	HUF CS	.53	.41	.15	T,Th,Sa
"	TOL CS	.55	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA K	.30	.22	.15	Dly
Asmara, Eritrea	IDL AO*	1 70	1 32	.20	Dly
"	BOS AO*	1 74	1 30	.20	Su,Th
"	IDL BO	1 74	1 31	.15	Su,M,T,Th,F
Asuncion, Paraguay	LGA P*	1 67	.83	.15	T,F
"	MIA P*	1 39	.77	.15	T,F
"	MSY P*	1 45	.84	.15	M,Th
"	HOU P*	1 49	.87	.15	Su,W
"	BRO P*	1 49	.87	.15	Su,W
"	CRP P*	1 49	.87	.15	Su
"	LAX P*	1 63	1 01	.15	Su,W
"	EWR TC	1 70	1 30		Frequently
Athens, Greece	IDL AO*	1 41	1 06	.15	Dly
"	IDL SA	1 87	1 11		Su
"	LGA TR	1 20	.90	.15	.....
"	HFD TR	1 20	.90	.15	.....
"	IDL SW	1 28	1 03	.20	
"	IDL BO	1 42	1 07	.15	Su,M,T,Th,F
"	IDL AF	1 42	1 07	.15	Weekly
"	BOS AF	1 40	1 05	.15	.....
"	IDL K*	1 41	1 08	.15	Su,T
"	IDL SS	1 41	1 06	.15	Su,M,W,F
"	LGA TW	1 44	1 08	.20	MTWThFSa
"	DCA TW	1 45	1 10	.15	.....
"	CHI TW	1 49	1 14	.15	.....
"	PHL TW	1 44	1 09	.15	.....
"	BOS TW	1 41	1 06	.25	F
"	YIP TW	1 47	1 12	.15	.....
"	EWR TC	1 00	.85	.25	.....
"	IDL S	1 41	1 08		T,Su
"	IDL SR	1 41	1 07	.15	Su,W
"	CHI U*	1 49	1 14	.15	M,T,W,Su
"	YIP U*	1 47	1 12	.15	M,T,W,Su

Destination	Airport and Airline		Rates (See Note) [illegible]	[illegible]	[illegible]	Depart
Auckland, N. Z.	LAX	P	2.66	1.56	.15	Sa
	SFO	P	2.66	1.56	.15	Sa
	PDX	P	2.66	1.56	.15	Sa
	SEC	P	2.66	1.56	.15	Sa
	BOS	AO*	2.90	2.27	.15	Su,Th
	IDL	AO*	2.80	2.20	.15	Dly
	SFO	BC*	2.66	1.56	.15	
	SFO	BC	2.66	1.56	.15	F
	HJR	BC	1.90	1.06	.15	F
	VR	BC	2.13	1.65	.15	F
Augusta, Italy	IDL	AO*	1.22	.93	.21	Dly
	BOS	AO*	1.20	.97	.21	Su,Th
	IDL	BO	1.20	.90	.15	Su,M,T,Th,F
Baghdad, Iraq	IDL	AO*	1.67	1.25	.20	Dly
	IDL	AF	1.65	1.24	.15	Weekly
	BOS	AF	1.63	1.22	.15	
	EWR	TC	1.56	1.25		Frequently
	IDL	BO	1.65	1.24	.15	Su,M,T,Th,F
	IDL	K	1.65	1.24	.15	T
Bahia, Brazil (*See Sao Salvador*)						
Bahrein, Arabia	IDL	AO*	1.36	1.11	.20	Dly
	IDL	BO	1.74	1.31	.15	Su,M,T,Th,F
Balboa, Canal Zone	MIA	P*	.30	.19	.15	Dly
	MSY	P*	.46	.26	.15	Dly
	HOU	P*	.48	.26	.15	Dly
	BRO	P*	.48	.29	.15	Dly
	CRP	P*	.48	.29	.15	Sa
	LAX	P*	.61	.40	.15	Dly
	ELP	A*	.54	.35	.20	Dly
	LAX	A*	.61	.41	.20	Dly
	SFO	A*	.63	.43	.20	Dly
	YIP	U*	.51	.31	.20	M,W,F
Bangkok, Siam	LGA	P	2.66	1.98	.15	Su,T,W,F
	PDX	P	2.80	2.17	.15	Sa
	SEC	P	2.80	2.17	.15	Sa
	LAX	P	2.80	2.17	.15	T,W,F,Sa
	BOS	P	2.62	1.94	.15	Su,T,W,F
	SFO	P	2.80	2.17	.15	Su,T,W,F,Sa
	IDL	SR	2.11	1.60	.15	M,W,F
	IDL	AO*	2.13	1.60	.20	Dly
	BOS	AO*	2.11	1.60	.20	Su,Th
	IDL	AF	2.61	1.90	.15	
	BOS	AF	2.49	1.87	.15	
	LGA	TR	2.34	2.00	.25	
	HFD	TR	2.34	2.00	.25	
	OAK	TR	2.21	1.93	.20	
	IDL	BO	2.10	1.58	.15	Su,M,T,Th,F
	IDL	K	2.11	1.58	.15	Su,T,F,Sa
	LAX	W*	2.60	1.90	.20	
	PDX	W*	2.50	1.90	.20	
	SEC	W*	2.50	1.90	.20	
	EWR	TC	2.50	1.90	.25	
Bangui, Belg. Congo	IDL	S	2.23	1.67		T,Sa
Baracoa, Cuba	MIA	P*	.16	.12	.15	Dly
Barcelona, Spain	IDL	AO*	1.24	.93	.21	Dly
	IDL	AF	1.10	.87	.15	Twice Wkly
	BOS	AF	1.14	.88	.15	Twice Wkly
	IDL	SA	1.41	1.08		Sa
	LGA	P	1.30	.98	.15	T,F
	BOS	P	1.27	.95	.15	T,F
	IDL	SR	1.00	.97	.15	Su,W
	LGA	TW*	1.21	.91	.20	M,W,F,Sa
	CHI	U*	1.23	.93	.15	M,W,F,Sa
	YIP	U*	1.21	.91	.15	M,W,F,Sa
Barcelona, Venezuela	MIA	K	.40	.34	.15	T,F
Baroda, India	IDL	AO*	1.97	1.48	.20	Dly
Barranca-Bermeja, Col.	MIA	P*	.54	.28	.15	Th,Sa
	LGA	P*	.64	.37	.15	Su,Th
	MSY	P*	.60	.35	.15	Su,M,W,F
	HOU	P*	.63	.38	.15	Su,T,Th,Sa
	BRO	P*	.63	.38	.15	Su,T,Th,Sa
	CRP	P*	.68	.38	.15	Sa
	LAX	P*	.77	.53	.15	Su,T,Th,Sa
Barranquilla, Colombia	MIA	P*	.39	.19	.15	Dly
	LGA	P*	.49	.28	.15	Dly
	MSY	P*	.45	.25	.15	Dly
	HOU	P*	.48	.29	.15	Dly
	BRO	P*	.48	.29	.15	Dly
	CRP	P*	.48	.29	.15	Sa
	LAX	P*	.60	.43	.15	Dly
	MIA	K	.41	.26	.15	Su,W,F
Basankusu, Belgian Congo	IDL	S	2.23	1.67		T,Sa
	LGA	TR	.93	.80	.12½	
	HFD	TR	.93	.80	.12½	
	IDL	AF	1.21	.91	.15	Six Wkly
	BOS	AF	1.18	.88	.15	
Basle, Switzerland	IDL	AO*	1.15	.87	.15	Dly
	IDL	SS	1.15	.87	.15	Dly except Th
	IDL	AF	1.15	.87	.15	
	BOS	AF	1.13	.85	.15	
	IDL	K	1.15	.87	.15	
	EWR	TC	.95	.75		Frequently
	IDL	SR	1.15	.91	.15	Su,W
	IDL	BO	1.15	.87	.15	Su,M,T,Th,F
Basrah, Iraq	IDL	K	1.65	1.24	.15	Su,F,Sa
	IDL	AO*	1.68	1.26	.20	Dly
	IDL	BO	1.64	1.23	.15	Su,M,T,Th,F
	IDL	AF	1.65	1.24	.15	Su,T,Th,F,Sa
	BOS	AF	1.63	1.22	.15	Su,T,Th,F,Sa
	LGA	TW	1.73	1.30	.25	Su,F
	EWR	TC	1.70	1.30		Frequently
	IDL	SR	1.65	1.24	.15	Su,W
	LGA	P	1.80	1.32		M,Th,F,Sa
	BOS	P	1.80	1.30		M,Th,F,Sa
	CHI	U*	2.03	1.53	.15	Su,F
	YIP	U*	2.00	1.52	.15	Su,F
Batavia, Java	IDL	AO*	2.20	1.73	.20	Dly
	IDL	BO	2.27	1.71	.15	Su,M,T,Th,F
	IDL	K	2.27	1.70	.15	Su,T,F,Sa
Bayamo, Cuba	MIA	P*	.14	.09	.15	Dly
Beirut, Lebanon	IDL	AO*	1.50	1.14	.20	Dly
	BOS	AO*	1.50	1.13	.20	Su,Th
	IDL	AF	1.50	1.13	.15	
	BOS	AF	1.48	1.11	.15	
	EWR	TC	1.55	1.10		Frequently
	IDL	BO	1.49	1.12	.15	Su,M,T,Th,F
	LGA	P	1.50	1.13	.15	Dly
	BOS	P	1.48	1.11	.15	Dly
Belem, Brazil	LGA	P*	.90	.47	.15	Dly
	MIA	P*	.78	.41	.15	Dly
	MSY	P*	.83	.46	.15	Dly
	HOU	P*	.85	.51	.15	Dly
	BRO	P*	.88	.51	.15	Dly
	CRP	P*	.88	.51	.15	Dly
	LAX	P*	1.00	.65	.15	Dly
	EWR	TC	.80	.62		Frequently
	HOU	SK*—See Note SK				
	MSY	SK*—See Note SK				
Belfast, N. Ireland	IDL	SS	1.00	.75	.15	Dly except Th
	IDL	AO*	1.00	.71	.21	M,W
	IDL	BO	1.00	.75	.15	Su,M,T,Th,F
	IDL	AF	1.12	.84	.15	
	BOS	AF	1.10	.82	.15	
Belgrade, Yugoslavia	IDL	AO*	1.35	1.01	.21	Dly
	IDL	SS	1.34	1.01	.15	Su,M,W,F
	IDL	AF	1.34	1.01	.15	
	BOS	AF	1.32	.99	.15	
	IDL	SR	1.34	1.01	.15	Su,W
Belize, Br. Hond.	MSY	TA	.30	.30		M,W,F
	MEX	TA	.33	.28		M,W,F
	MSK	SK	.30	.18		
Belo Horizonte, Brazil	LGA	P*	1.29	.73	.15	W,F
	MIA	P*	1.22	.67	.15	W,F
	MSY	P*	1.30	.74	.15	T,Th
	HOU	P*	1.32	.77	.15	M,F
	BRO	P*	1.32	.77	.15	M,F
	CRP	P*	1.32	.77	.15	M,F
	LAX	P*	1.46	.91	.15	M,F
Berlin, Germany	IDL	AO	1.16	.87	.15	T,Th,Sa
	BOS	AO	1.17	.88	.15	Sa
	LGA	TR	1.00	.85	.12½	
	HFD	TR	1.00	.85	.12½	
	IDL	BO	1.18	.89	.15	Dly
	IDL	AF	1.20	.90	.15	
	BOS	AF	1.18	.88	.15	
Bermuda	IDL	BO	.20	.10	.15	Dly
	EWR	TC	.25	.15		Frequently
	LGA	C	.15	.10	.10	Su,M,F,Sa
	DCA	C	.15	.10	.10	Mon'ly (1st F)
	LGA	P	.25	.15	.10	Dly
	BOS	P	.25	.15	.10	Sa
	UL	T	.30C	.30C	.15	F
	YTO	T	.30C	.30C	.15	Sa
Berne, Switzerland	IDL	AO*	1.16	.87	.21	Dly
Birmingham, England	IDL	AF	1.12	.84	.15	
	BOS	AF	1.10	.82	.15	
	IDL	AO*	.99	.75	.15	
	LGA	TW*	.98	.74	.20	M,T,W,Th
	IDL	K	1.00	.75	.15	
	IDL	BO	1.00	.75	.15	Dly
	CHI	U*	1.07	.83	.15	
	YIP	U*	1.05	.81	.15	
Bloemfontein, So. Africa	IDL	BO	2.15	1.62	.15	Su,M,T,Th,F
Bluefields, Nicaragua	MSY	TA	.55	.42		M,W,F
	MEX	TA	.45	.33		T,Th,Sa
Bogota, Colombia	MIA	P*	.54	.28	.15	Dly
	LGA	P*	.64	.37	.15	Dly
	MSY	P*	.60	.35	.15	Dly
	HOU	P*	.63	.38	.15	Dly
	BRO	P*	.63	.38	.15	Dly
	CRP	P*	.68	.38	.15	Dly
	LAX	P*	.78	.53	.15	Dly
	HOU	SK*—See Note SK				
	MSY	SK*—See Note SK				
Bombay, India	IDL	AO*	1.96	1.47	.15	Dly
	LGA	TR	2.22	1.42	.20	
	HFD	TR	2.22	1.42	.20	
	IDL	BO	1.95	1.47	.15	Su,M,T,Th,F
	LGA	TW	2.05	1.54	.25	Su,W,F
	IDL	K	2.23	1.67	.20	Su,T,F,Sa
	EWR	TC	2.00	1.40	.25	
	IDL	AF	2.44	1.83	.15	
	BOS	AF	2.41	1.80	.15	
Bonaire, N.W.I.	MIA	K	.30	.22		Dly
Bonanza, Nicaragua	MSY	TA	.56	.43	.10	M,W,F
	MEX	TA	.44	.34		T,Th,Sa
Bone, Algeria	IDL	AO*	1.29	.97	.21	Dly
	BOS	AO*	1.27	.95	.21	Su,Th
Bordeaux, France	IDL	AO*	1.14	.85	.15	Dly
	IDL	BO	1.14	.86	.15	Dly
	IDL	AF	1.14	.86	.15	
	BOS	AF	1.12	.84	.15	
Bratislava, Czecho.	IDL	AO*	1.26	.94	.21	M,W,Sa
	BOS	AO*	1.24	.93	.21	M
Brazzaville, Fr. Eq. Af.	IDL	AF	1.87	1.41	.15	Weekly
	BOS	AF	1.85	1.39	.15	
	BOS	AO*	1.96	1.46	.20	M
	IDL	AO*	1.98	1.48	.20	M,W,Sa
Bremen, Germany	IDL	SS	1.13	.85	.15	Dly except Th
	IDL	AO*	1.21	.91	.21	Dly
Brno (Brun), Czecho.	IDL	AO*	1.25	.94	.21	M,W,Sa
	BOS	AO*	1.23	.93	.15	M
Brussels, Belgium	LGA	P	1.12	.82	.15	Dly
	BOS	P	1.09	.80	.15	Dly
	IDL	AO*	1.12	.84	.15	Dly
Brussels, Cont'd	LGA	TR	.90	.65	.12½	
	HFD	TR	.90	.65	.12½	
	IDL	SW	.93	.73	.20	
	IDL	BO	1.12	.83	.15	Su,M,T,Th,F
	IDL	SS	1.21	.90	.15	Su,M,W,F
	IDL	AF	1.12	.84	.15	Dly
	BOS	AF	1.10	.82	.15	Dly
	IDL	K*	1.12	.84	.15	Su,T,Th,F,Sa
Bucaramanga, Colombia	MIA	P*	.54	.28	.15	Dly
	LGA	P*	.64	.37	.15	Dly
	MSY	P*	.60	.35	.15	Dly
	HOU	P*	.63	.38	.15	Dly
	BRO	P*	.63	.38	.15	Dly
	CRP	P*	.68	.38	.15	Dly
	LAX	P*	.77	.53	.15	Dly
Bucharest, Rumania	IDL	AO*	1.40	1.05	.21	Dly
	IDL	SS	1.39	1.05	.15	Su,M,W,F
	IDL	AF	1.39	1.05	.15	
	BOS	AF	1.37	1.03	.15	
Budapest, Hungary	IDL	AO*	1.21	.97	.21	Dly
	IDL	AF	1.31	.99	.15	
	BOS	AF	1.29	.97	.15	
	IDL	SS	1.31	.99	.15	Su,M,W,F
	IDL	SR	1.31	.99	.15	Su,W
Buenos Aires, Argentina	LGA	P*	1.84	.99	.15	Twice Dly
	MIA	P*	1.47	.85	.15	Twice Dly
	MSY	P*	1.55	.90	.15	Dly
	HOU	P*	1.58	.93	.15	Dly
	BRO	P*	1.58	.93	.15	Dly
	CRP	P*	1.58	.93	.15	Dly
	LAX	P*	1.67	1.07	.15	Dly
	LGA	SI	1.84	.93	.20	Frequently
	MIA	SI	1.45	.89	.20	Frequently
	EWR	TC	1.70	1.30		Frequently
	HOU	SK*—See Note SK				
	MSY	SK*—See Note SK				
Bulawayo, S. Rhodesia	BOS	AO*	2.35	1.76	.30	Su,Th
	IDL	BO	2.08	1.53		
Caibarien, Cuba	MIA	P*	.16	.09	.15	Dly
Cairo, Egypt	IDL	AO*	1.50	1.13	.15	Dly
	IDL	E	1.50	1.13		T, Sa
	LGA	TR	1.43	1.30	.15	
	HFD	TR	1.43	1.30	.15	
	IDL	SW	1.46	1.16	.20	
	IDL	BO	1.50	1.13	.20	Dly
	IDL	AF	1.50	1.13	.15	Twice Wkly
	BOS	AF	1.48	1.11	.15	
	IDL	K	1.50	1.13	.15	T,F,Sa
	LGA	TW	1.55	1.17	.25	Dly
	DCA	TW	1.53	1.16	.15	
	BOS	TW	1.53	1.15	.20	
	PHL	TW	1.56	1.18	.25	
	CHI	TW	1.57	1.20	.15	
	YIP	TW	1.55	1.18	.15	
	EWR	TC	1.27	1.00		Frequently
	IDL	SR	1.50	1.13	.15	Su,W
	CHI	U*	1.57	1.20	.15	Dly except Th
	YIP	U*	1.55	1.18	.15	Dly except Th
Calcutta, India	LGA	P	2.31	1.80	.15	Su,T,W
	BOS	P	2.28	1.86	.15	Su,T,W
	PDX	P	3.25	2.44	.15	Sa
	SEC	P	3.25	2.44	.15	Sa
	SFO	P	3.25	2.44	.15	W,F,Sa
	LAX	P	3.25	2.44	.15	W,F,Sa
	IDL	SS	2.05	1.54	.15	Su,M,W,F
	IDL	K	2.05	1.54	.15	Su,T,F,Sa
	IDL	BO	2.05	1.54	.15	Su,M,T,Th,F
	IDL	AF	2.05	1.54	.15	Twice Wkly
	BOS	AF	2.03	1.53	.15	Twice Wkly
	IDL	AO*	2.05	1.54	.15	Dly
	LGA	TR	2.20	1.78	.25	
	HFD	TR	2.20	1.78	.25	
	OAK	TR	2.94	2.12	.20	
	LAX	W*	3.27	2.35	.20	
	PDX	W*	3.27	2.35	.20	
	SEC	W*	3.27	2.35	.20	
	EWR	TC	2.10	1.80	.25	
	SFO	PH	2.80	2.11	.15	W,Sa
	HJR	PH	2.33	1.75	.15	W,Sa
Calgary, Alb., Canada	LGA	T*	.80	.31	.10	Dly
Cali, Colombia	MIA	P*	.54	.28	.15	Dly
	LGA	P*	.64	.37	.15	Su,Th
	MSY	P*	.60	.35	.15	Dly
	HOU	P*	.63	.38	.15	Dly
	BRO	P*	.63	.38	.15	Dly
	CRP	P*	.68	.38	.15	Dly
	LAX	P*	.78	.53	.15	Dly
Camaguey, Cuba	MIA	P*	.12	.06	.15	Dly
Campeche, Mexico	MIA	P*	.20	.14	.15	Dly
	MSY	P*	.23	.13	.15	Dly
	HOU	P*	.30	.22	.15	Dly
	BRO	P*	.23	.18	.15	Dly
	CRP	P*	.23	.20	.15	Dly
	LAX	P*	.44	.33	.15	Dly
Cannes, France	IDL	AO*	1.20	.90	.21	Dly
	BOS	AO*	1.18	.88	.21	Su,Th
	IDL	AF	1.18	.89	.15	Dly
	BOS	AF	1.16	.87	.15	Dly
	IDL	BO	1.18	.89	.15	Dly
Canton Island	LAX	P	1.36	1.02	.15	M,W,Sa
	SFO	P	1.36	1.02	.15	M,W,Sa
	PDX	P	1.36	1.02	.15	Sa
	SEC	P	1.36	1.02	.15	Sa
Capetown, U. S. Af.	IDL	AO*	2.44	1.83	.20	M,W,Sa
	LGA	BO	2.30	1.80	.15	Su,M,T,Th,F
Caracas, Venezuela (*See La Guaira*)						

Destination	Airport and Airline	RATES (See Note) Per Lb. (Up to 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cartagena, Colombia	MIA P*	.46	.28	.15	Dly
•	LGA P*	.56	.23	.15	Dly
•	MSY P*	.52	.30	.15	Dly
•	HOU P*	.55	.33	.15	Dly
•	BRO P*	.55	.33	.15	Dly
•	CRP P*	.55	.33	.15	Dly
•	LAX P*	.80	.47	.15	Dly
Casablanca, Fr. Morocco	BOS AF	1.30	1.00	.15	....
•	IDL AF	1.35	1.02	.15	Dly
•	IDL AO*	1.41	1.08	.21	Dly
•	BOS AO*	1.39	1.04	.21	Su, Th
Castel Benito, Libya	IDL AO*	1.37	1.03	.21	Dly
•	BOS AO*	1.35	1.01	.15	Su,Th
•	IDL BO	1.38	1.03	.15	Dly
Catania, Sicily	IDL AO*	1.29	.97	.21	M,W,Sa
•	BOS AO*	1.27	.96	.21	M
Cayenne, Fr. Guiana	LGA P*	.70	.42	.15	M,Th
•	MIA P*	.68	.36	.15	M,Th
•	MSY P*	.70	.48	.15	Su,W
•	HOU P*	.73	.46	.15	T,Sa
•	BRO P*	.73	.46	.15	T,Sa
•	CRP P*	.73	.46	.15	T,Sa
•	LAX P*	.87	.60	.15	T,Sa
Cayo Mambi, Cuba	MIA P*	.18	.12	.15	Dly
Chetumal, Mexico	MIA P*	.23	.16	.15	Su,Th
•	MSY P*	.28	.16	.15	Su,Th
•	HOU P*	.32	.23	.15	W,Sa
•	BRO P*	.31	.21	.15	W,Sa
•	CRP P*	.31	.21	.15	W,Sa
•	LAX P*	.47	.36	.15	W,Sa
Christiansand, Norway	IDL AO*	1.23	.93	.21	Su,W
•	BOS AO*	1.21	.91	.21	F
•	IDL K*	1.13	.85	.15	F
C. del Carmen, Mexico	MIA P*	.31	.16	.15	Dly
•	MSY P*	.37	.18	.15	Dly
•	HOU P*	.26	.19	.15	Dly
•	BRO P*	.25	.16	.15	Dly
•	CRP P*	.26	.19	.15	Dly
•	LAX P*	.41	.23	.15	Dly
Ciudad Trujillo, D. R.	LGA P*	.35	.21	.15	Dly
•	MIA P*	.15	.12	.15	Dly
•	MIA K	.15	.12	.15	Th
•	EWR TC	.45	.35	...	Frequently
•	HOU SK*	—See Note SK			....
•	MSY SK*	—See Note SK			....
Ciudad Victoria, Mexico	DAL B	.30	....	.10	Dly
•	FTW B	.30	....	.10	Dly
•	SAT B	.23	....	.10	Dly
•	LRD B	.10	....	.10	Dly
Cochabamba, Bolivia	MIA P*	1.13	.61	.15	M,W,F,Sa
•	MSY P*	1.10	.68	.15	M,W,F,Sa
•	HOU P*	1.23	.71	.15	Su,T,Th,F
•	BRO P*	1.22	.71	.15	Su,T,Th,F
•	CRP P*	1.22	.71	.15	Su,T,Th,F
•	LAX P*	1.35	.85	.15	Su,T,Th,F
Colombia. Any Destination other than those named herein	MIA P	.73	.40	.15	Dly
•	MSY P	1.18	....	.15	Dly
•	HOU P	1.38	....	.15	Dly
•	BRO P	1.20	....	.15	Dly
•	CRP P	1.23	....	.15	Dly
•	NLD P	1.22	....	.15	Dly
•	LAX P	1.40	....	.15	Dly
Colombo, Ceylon	IDL AO*	2.07	1.55	.30	Dly
•	IDL BO	2.04	1.53	.15	Su,M,T,Th,F
Concepcion, Bolivia	MIA P*	1.16	.63	.15	M,F
•	MSY P*	1.22	.70	.15	M,F,
•	HOU P*	1.25	.73	.15	Su,Th
•	BRO P*	1.25	.73	.15	Su,Th
•	CRP P*	1.25	.73	.15	Su,Th
•	LAX P*	1.39	.87	.15	Su,Th
Copenhagen, Denmark	IDL SS	1.13	.85	.15	Dly except Th
•	IDL AO	1.13	.85	.15	M,F
•	BOS AO	1.12	.84	.15	F
•	IDL S	1.13	.85	...	T,Sa
•	LGA TR	1.00	.75	.12½	....
•	HFD TR	1.00	.75	.12½	....
•	IDL AF	1.21	.91	.15	Dly
•	BOS AF	1.19	.89	.15	Dly
•	IDL K*	1.12	.85	.15	Su,T,Th,F,Sa
•	EWR TC	.90	.75	.25	....
•	IDL BO	1.13	.85	.15	Su,M,T,Th,F
Coquilhatville, Belgian Congo	IDL S	2.20	1.65	...	T,Sa
Cordoba, Argentina	MIA P*	1.36	.76	.15	F
•	MSY P*	1.42	.82	.15	Th
•	HOU P*	1.42	.88	.15	W
•	BRO P*	1.42	.88	.15	W
•	CRP P*	1.45	.86	.15	W
•	LAX P*	1.58	1.00	.15	W
Costermansville, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Cristobal, Canal Zone	MIA P*	.41	.21	.15	Dly
•	MSY P*	.47	.28	.15	Dly
•	HOU P*	.50	.31	.15	Dly
•	BRO P*	.50	.31	.15	Dly
•	CRP P*	.50	.31	.15	Dly
•	LAX P*	.65	.45	.15	Dly
Cucuta, Colombia	MIA P*	.54	.28	.15	Su,W,F,Sa
•	LGA P*	.64	.37	.15	Su,Th
•	MSY P*	.60	.33	.15	Su,W,F,Sa
Cucuta, Cont'd	HOU P*	.65	.38	.15	T,Th,F,Sa
•	BRO P*	.65	.38	.15	T,Th,F,Sa
•	CRP P*	.65	.38	.15	T,Th,F,Sa
•	LAX P*	.77	.52	.15	T,Th,F,Sa
Cuenca, Ecuador	MIA P*	.67	.38	.15	Su,M,Th
•	MSY P*	.73	.43	.15	Su,M,Th
•	HOU P*	.76	.46	.15	Su,W,Sa
•	BRO P*	.76	.46	.15	Su,W,Sa
•	CRP P*	.76	.46	.15	Su,W,Sa
•	LAX P*	.90	.60	.15	Su,W,Sa
Curacao, N.W.I.	LGA P*	.60	.31	.15	Dly
•	MIA P*	.30	.22	.15	Dly
•	MIA K	.30	.22	.15	Dly
•	EWR TC	.65	.50		Frequently
Curityba, Brazil	LGA P*	1.35	.77	.15	F
•	MIA P*	1.28	.71	.15	F
•	MSY P*	1.35	.78	.15	F
•	HOU P*	1.38	.81	.15	Th
•	BRO P*	1.38	.81	.15	Th
•	CRP P*	1.38	.81	.15	Th
•	LAX P*	1.53	.96	.15	Th
Dakar, Senegal, F. W. Africa	LGA P	1.68	1.31	.15	M,Th
•	BOS P	1.65	1.19	.15	M,Th
•	IDL AO*	1.69	1.27	.30	Dly
•	IDL AF	1.67	1.26	.15	Thrice Wkly
•	BOS AF	1.65	1.24	.15	....
Damascus, Syria	LGA P	1.62	1.12	.15	Dly
•	BOS P	1.59	1.10	.15	Dly
•	IDL AO*	1.52	1.14	.30	Dly
•	IDL SW	1.45	1.10	.20	....
•	IDL AF	1.50	1.13	.15	....
•	BOS AF	1.48	1.11	.15	....
•	IDL BO	1.49	1.12	.15	Su,M,T,Th,F
•	EWR TC	1.50	1.13	...	Frequently
•	IDL SS	1.50	1.13	.15	Su,M,W,F
•	IDL K	1.50	1.13	.15	Su,T
Dar-es-Salaam, Tanganyika	IDL AO*	1.97	1.48	.30	Dly
•	BOS AO*	1.95	1.46	.30	Su,Th
•	IDL BO	1.96	1.47	.15	Su,M,T,Th,F
•	IDL AF	1.96	1.47	.15	Su,T,F
•	BOS AF	1.94	1.45	.15	....
Darwin, Australia	IDL BO	2.57	1.93	.15	Su,M,T,Th,F
David, Panama	MIA P*	.45	.23	.15	Dly
•	MSY P*	.45	.26	.15	Dly
•	HOU P*	.48	.29	.15	Dly
•	BRO P*	.48	.26	.15	Dly
•	CRP P*	.44	.29	.15	Dly
•	LAX P*	.77	.50	.15	Dly
Delhi, India	IDL AO*	1.96	1.47	.15	Dly
•	IDL BO	1.96	1.47	.15	Su,M,T,Th,F
•	LGA P	2.20	1.79	.15	Su,T,W
•	BOS P	2.17	1.76	.15	Su,T,W
•	LAX P	3.45	2.50	.15	W,F,Sa
•	SFO P	3.45	2.50	.15	W,F,Sa
•	PDX P	3.45	2.80	.15	W,Sa
•	SEC P	3.45	2.80	.15	W,Sa
•	IDL K*	1.95	1.47	.15	Su
Dhahran, Saudi Arabia	LGA SI	2.40	1.65	.25	Frequently
•	LGA TR	2.22	1.43	.15	....
•	HFD TR	2.22	1.42	.15	....
•	IDL AO*	1.72	1.29	.35	Dly
•	LGA TW	1.80	1.35	.25	Su,M,F
•	LAX W*	3.80	2.78	...	....
•	PDX W*	3.80	2.78	...	....
•	SEC W*	3.80	2.78	...	....
•	CHI U*	1.79	1.37	.15	Su,W,F
•	YIP U*	1.77	1.35	.15	Su,W,F
Douala, Fr. W. Africa	IDL AF	1.82	1.37	.15	Weekly
•	BOS AF	1.80	1.35	.15	....
•	IDL AO*	2.18	1.64	.45	Dly
Dublin, Eire	IDL AO*	.95	.71	.21	Dly
•	CHI U*	1.02	.79	.15	....
•	YIP U*	1.00	.77	.15	....
•	LGA TR	.73	.63	.10	....
•	HFD TR	.73	.63	.10	....
•	IDL K*	.94	.72	.15	Su,W,Th
•	LGA TW*	.93	.70	.20	M,T,W,Th,F
Durban, So. Afr.	IDL BO	2.19	1.65	.15	Su,M,T,Th,F
•	IDL AO*	2.25	1.69	.30	Dly
Dusseldorf, Germany	IDL SS	1.13	.85	.15	Dly except Th
•	IDL S	1.12	.84	...	T,Sa
•	IDL BO	1.12	.84	.15	Su,M,T,Th,F
•	IDL AO*	1.17	.88	.21	Dly
•	IDL K**	1.12	.84	.15	Su
East London, U. of So. Africa	IDL BO	2.30	1.73	.15	Su,M,T,Th,F
Edmonton, Alberta, Canada	LGA T*	3.30	.31	.10	Dly
Eindhoven, Netherlands	IDL AO*	1.09	.82	.21	M,W,Sa
•	BOS AO*	1.07	.80	.21	M
Elisabethville, Belgian Congo	IDL AO*	2.05	1.53	.30	Dly
•	IDL S	1.94	1.46	...	T,Sa
Esmeraldas, Ecuador	MIA P*	.67	.36	.10	T
•	MSY P*	.73	.43	.15	T
•	HOU P*	.76	.46	.15	M
•	BRO P*	.76	.46	.15	M
•	CRP P*	.76	.46	.15	M
•	LAX P*	.90	.60	.15	M
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
•	OAK TR	.58	.38½	.15	....
Florianopolis, Brazil	LGA P*	1.37	.78	.05	Dly except Th
•	MIA P*	1.30	.72	.05	Dly except Th
•	MSY P*	1.37	.79	.15	Dly except Th
•	HOU P*	1.40	.82	.15	Dly except W
•	BRO P*	1.40	.82	.15	Dly except W
Florianopolis, Cont'd	CRP P*	1.40	.82	.15	Dly except W
•	LAX P*	1.54	.96	.15	Dly except W
Fort William, Ontario, Can.	LGA T*	4.30	.148	.10	Dly
Fortaleza (Ceara), Brazil	LGA P*	1.05	.50	.15	Dly except F
•	MIA P*	.96	.52	.15	Dly except F
•	MSY P*	1.06	.59	.15	Dly except F
•	HOU P*	1.06	.62	.15	Dly except Th
•	BRO P*	1.06	.62	.15	Dly except Th
•	CRP P*	1.06	.62	.15	Dly except Th
•	LAX P*	1.20	.76	.15	Dly except Th
Frankfort-on-Main, Germany	LGA P	1.20	.87	.15	Dly
•	BOS P	1.17	.85	.15	Dly
•	IDL AO	1.13	.85	.15	Dly
•	BOS AO	1.12	.84	.15	M,T,Sa
•	DCA AO	1.17	.87	.15	F
•	PHL AO	1.16	.87	.15	F
•	IDL K*	1.13	.85	.15	Su,T,F
•	LGA TR	.93	.77	.12½	....
•	HFD TR	.93	.77	.12½	....
•	IDL SW	.97	.78	.20	....
•	IDL BO	1.13	.85	.15	Dly
•	IDL SS	1.13	.85	.15	Dly except Th
•	IDL S	1.13	.85	...	T,Sa
•	IDL SR	1.13	.85	.15	Su,W
•	IDL AF	1.15	.86	.15	....
•	BOS AF	1.11	.83	.15	....
Freetown, Sierra Leone	IDL AF	1.73	1.33	.15	....
•	BOS AF	1.73	1.30	.15	....
Gander, N. F.	LGA P	.38	.30	.15	Dly
•	BOS P	.35	.26	.15	Dly
•	IDL AO	.38	.28	.15	Dly
•	BOS AO	.35	.26	.15	M,T,W,F,Sa
•	DCA AO	.40	.30	.15	F
•	PHL AO	.39	.29	.15	F
•	LGA TW	.38	.30	.15	SuMTWThSa
•	DCA TW	.40	.31	.15	....
•	PHL TW	.39	.30	.15	....
•	BOS TW	.35	.26	.15	....
•	BOS T*	4.41	.1465	.10	Dly
•	IDL BO	.38	.29	.15	Dly
•	IDL SR	.38	.29	...	Su,W
•	CHI U*	.44	.35	.15	....
•	YIP U*	.42	.33	.15	....
Gdansk, Poland	IDL AO*	1.39	1.05	.21	Su,M,W,F
Geneva, Switzerland	IDL AO*	1.15	.87	.15	Dly
•	IDL S	1.15	.87	...	T,Sa
•	LGA TR	.93	.77	.12½	....
•	HFD TR	.93	.77	.12½	....
•	IDL SW	.99	.79	.20	....
•	IDL BO	1.15	.87	.15	Dly
•	IDL SS	1.15	.87	.15	Dly except Th
•	IDL AF	1.15	.87	.15	Dly
•	BOS AF	1.13	.85	.15	Dly
•	IDL K*	1.15	.87	.15	F
•	LGA TW	1.12	.84	.20	Dly except W
•	DCA TW	1.16	.88	.15	....
•	PHL TW	1.17	.88	.15	....
•	BOS TW	1.09	.82	.20	T
•	YIP TW	1.20	.92	.15	....
•	CHI TW	1.22	.94	.15	....
•	EWR TC	.90	.70	.35	....
•	IDL SR	1.15	.85	...	Su,W
•	CHI U*	1.22	.94	.15	Su,M,T,F,Sa
•	YIP U*	1.20	.93	.15	Su,M,T,F,Sa
Genoa, Italy	IDL AF	1.14	.86	.15	....
•	BOS AF	1.12	.84	.15	....
Georgetown, British Guiana	LGA P*	.56	.35	.15	M,Th
•	MIA P*	.40	.30	.15	M,Th
•	MSY P*	.56	.36	.15	M,Th
•	HOU P*	.59	.39	.15	Su,W
•	BRO P*	.59	.39	.15	Su,W
•	CRP P*	.59	.39	.15	Su,W
•	LAX P*	.75	.53	.15	Su,W
•	MIA K	.40	.30	.15	Sa
Gibraltar, Gibraltar	IDL AO*	1.33	.99	.30	Dly
•	IDL BO	1.33	1.00	.15	Su,M,T,Th,F
Glasgow, Scotland	IDL AO	.96	.72	.15	M,W,Sa
•	BOS AO	.94	.70	.15	M
•	LGA TW*	.93	.70	.10	M,T,W,Th,F
•	LGA TR	.78	.68	...	....
•	HFD TR	.78	.68	.10	....
•	LGA BO	.96	.72	.15	Su,M,T,Th,F
•	IDL SS	.96	.72	.15	Dly except Th
•	IDL AF	1.12	.84	.15	....
•	BOS AF	1.10	.82	.15	....
•	IDL K*	.96	.73	.15	Sa
•	UL T	.96C	.74C	.15C	Dly
•	EWR TC	.90	.70	...	Frequently
•	CHI U*	1.03	.79	.15	....
•	YIP U*	1.01	.77	.15	....
Gothenburg, Sweden	IDL AO*	1.17	.87	.21	M,F
•	IDL SS	1.13	.85	.15	Dly except Th
•	IDL AF	1.21	.91	.15	....
•	BOS AF	1.19	.89	.15	....
Guadalajara, Mex.	HOU P*	.23	.17	.15	Dly
•	BRO P*	.21	.13	.15	Dly
•	CRP P*	.22	.15	.15	Dly
•	LAX P*	.30	.25	.15	Dly
Guam	LAX P	2.00	1.50	.15	T,Th,Sa
•	SFO P	2.00	1.50	.15	T,Th,Sa
•	PDX P	2.00	1.50	.15	Sa
•	SEC P	2.00	1.50	.15	Sa
•	OAK TR	1.60	1.17	.07½	....
Guantanamo, Cuba	MIA P*	.18	.12	.15	Twice Dly

Destination	Airport and Airline	Rates (See Note): Per Lb. (1-100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Guatemala City, Guatemala	MIA P*	.20	.10	.15	Dly
"	MSY P*	.28	.18	.15	Dly
"	HOU P*	.33	.23	.15	Twice Dly
"	BRO P*	.31	.19	.15	Dly
"	CRP P*	.37	.20	.15	Dly
"	LAX P*	.47	.34	.15	Dly
"	MSY TA	.34	.14	...	Dly
"	MEX TA	.17	.12	...	T,W,Th,F,Sa
"	HOU SK—See Note SK			...	....
"	MSY SK	.20	.14	...	....
Guayaquil, Ecuador	MIA P*	.66	.35	.15	Dly except Sa
"	MSY P*	.71	.43	.15	Dly except Sa
"	HOU P*	.74	.45	.15	Dly except F
"	BRO P*	.74	.45	.15	Dly except F
"	CRP P*	.74	.45	.15	Dly except F
"	LAX P*	.87	.57	.15	Dly
"	BRO B	.73	.46	.20	Su,M,W,F
"	CHI B	.77	.47	.20	Su,M,W,F
"	CRP B	.74	.45	.20	Su,M,W,F
"	DAL B	.77	.47	.20	Su,M,W,F
"	YIP B*	.77	.47	.20	Su,M,W,F
"	FTW B	.77	.47	.20	Su,M,W,F
"	HOU B	.74	.45	.20	Su,M,W,F
"	IND B	.76	.44	.20	Su,M,W,F
"	LRD B	.75	.46	.20	Su,M,W,F
"	MSY B	.71	.42	.15	Su,M,W,F
"	SAT B	.74	.45	.20	Su,M,W,F
"	NAV B	.65	.34	.10	Su,M,W,F
"	LAX A*	.87	.57	.20	Dly
"	ELP A*	.80	.51	.20	Dly
"	SFO A*	.90	.56	.20	Dly
"	YIP U*	.77	.47	.20	M,W,F
Haifa, Israel	EWR TC	1.75	1.35	...	Frequently
"	IDL S*	1.50	1.13		T,Sa
"	IDL BO	1.50	1.13	.15	Su,M,T,Th,F
"	IDL AO*	1.52	1.14	.30	Dly
Halifax, N. S.	BOS T*	2.64	.0755	.10	Dly
Hamburg, Germany	IDL AO*	1.14	.86	.15	Dly
"	IDL S	1.14	.86		T,Sa
"	LGA TR	.94	.84	.12½	
"	HFD TR	.94	.84	.12½	
"	IDL BO	1.14	.86	.15	Dly
"	IDL SS	1.14	.86	.15	Dly except Th
"	IDL K*	1.14	.86	.15	T,F
Hamilton, Bermuda	LGA P	.35	.19	.15	Dly
"	BOS P	.35	.15	.10	Sa
"	LGA BO	.30	.10	.15	Dly
"	UL T	.30C	.30C	...	F
"	YTO T	.30C	.30C	...	Sa
Hargeisa, Br. Somaliland	IDL BO	1.78	1.34	.15	Su,M,T,Th,F
Harnosand, Sweden	IDL SS	1.19	.89	.15	Dly except Th
Havana, Cuba	MIA P*	.06	.05	.15	Several Dly
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.15	.15	Dly
"	MSY CS	.14	.11	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.20	.17	.15	Dly
"	BUJ CS	.19	.18	.15	Dly
"	ELD CS	.19	.17	.15	Dly
"	EVV CS	.19	.18	.15	Dly
"	FWA CS	.20	.18	.15	Dly
"	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	KIN CS	.17	.13	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.13	.15	Dly
"	PUK CS	.18	.16	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	HUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.14	.15	Dly
"	MKC CS	.21	.18	.15	Dly
"	SPG CS	.20	.18	.15	Dly
"	MIA K	.08	.08	.15	M,Th,Sa
"	MIA EA*	.08	.08	.15	Dly
"	LGA EAm*	.12½	.08	.15	Dly
"	MSY NA	.14	.11	.10	Dly
"	MIA NA	.08	.08	.10	Dly
"	TPA NA	.08	.07	.10	Dly
"	DCA NA	.16½	.13	.10	Dly
"	IDL NA	.18	.14	.10	Dly
"	BAL NA	.17	.15	.10	Dly
"	CHS NA	.10	.09½	.10	Dly
"	JAX NA	.11	.08	.10	Dly
"	MOB NA	.13	.10	.10	Dly
"	ORF NA	.15½	.12	.10	Dly
"	SAV NA	.12½	.09	.10	Dly
"	EWR NA	.18	.14	.10	Dly
"	PHL NA	.17½	.13½	.10	Dly
"	BRO B	.21	.16	.10	Su,M,W,F
"	CHI B	.26	.24	.10	Su,M,W,F
"	CRP B	.20	.17	.10	Su,M,W,F
"	DAL B	.20	.16	.10	Su,M,W,F
"	FTW B	.20	.16	.10	Su,M,W,F
"	HOU B	.18	.15	.10	Su,M,W,F
"	LRD B	.22	.19	.10	Su,M,W,F
"	SAT B	.20	.17	.10	Su,M,W,F
"	ELP A*	.25	.23	.10	Dly
"	LAX A*	.32	.30	.10	Dly
"	SFO A*	.34	.31	.10	Dly
"	HOU SK*—See Note SK				
"	MSY SK*—See Note SK				
Helsinki, Finland	IDL AO	1.22	.92	.15	M,W,F
"	BOS AO	1.21	.91	.15	W,F
"	IDL SS	1.22	.92	.15	Dly except Th
Hermosillo, Mexico	LAX P*	.20	.10	.15	Dly
Holguin, Cuba	MIA P*	.15	.09	.15	Dly
Hong Kong, Br. Crn. Col.	LGA P	2.50	2.13	.15	Su,T,W
"	BOS P	2.50	2.10	.15	Su,T,W
"	PDX P	2.50	1.88	.15	F
"	SEC P	2.50	1.88	.15	F
"	LAX P	2.50	1.88	.15	Dly
"	SFO P	2.50	1.88	.15	Dly
"	SFO PH	2.30	1.70	.15	W,Sa
"	OAK PH	2.26	1.70	.15	W,Sa
"	BUR PH	2.60	1.80	.15	W,Sa
"	LGA PH	2.26	1.70	.15	T,F
"	BOS PH	2.26	1.70	.15	T,F
"	DEN PH	2.26	1.70	.15	T,F
"	SLC PH	2.26	1.70	.15	T,F
"	CHI PH*	2.26	1.70	.15	T,F
"	CLE PH*	2.26	1.70	.15	T,F
"	YIP PH*	2.26	1.70	.15	T,F
"	LAX PH*	2.26	1.70	.15	T,F
"	PDX PH*	2.26	1.70	.15	T,F
"	SEC PH*	2.26	1.70	.15	T,F
"	MKE PH	2.26	1.70	.15	T,F
"	DCA PH	2.26	1.70	.15	T,F
"	LGA BO	2.26	1.70	.15	Su,M,T,Th,F
"	IDL AF	2.26	1.70	.15	....
"	BOS AF	2.24	1.68	.15	....
"	CHI NW*	2.26	1.70	.15	Four Wkly
"	CLE NW*	2.26	1.70	.15	Four Wkly
"	YIP NW*	2.26	1.70	.15	Four Wkly
"	LAX NW*	2.26	1.70	.15	Four Wkly
"	MKE NW*	2.26	1.70	.15	Four Wkly
"	MPS NW*	2.26	1.70	.15	Four Wkly
"	LGA NW*	2.26	1.70	.15	Four Wkly
"	PIT NW*	2.26	1.70	.15	Four Wkly
"	PDX NW*	2.26	1.70	.15	Four Wkly
"	SFO NW*	2.26	1.70	.15	Four Wkly
"	SEC NW*	2.26	1.70	.15	Four Wkly
"	DCA NW*	2.26	1.70	.15	Four Wkly
"	LAX W*	2.50	1.90	.20	
"	PDX W*	2.50	1.90	.20	
"	SEC W*	2.50	1.90	.20	
"	EWR TC	2.40	2.20		Frequently
"	BOS A*	2.24	1.68	.15	Dly
"	CHI A*	2.26	1.70	.15	Dly
"	CLE A*	2.26	1.70	.15	Dly
"	YIP A*	2.26	1.70	.15	Dly
"	IDL A*	2.26	1.70	.15	Dly
"	DCA A*	2.26	1.70	.15	Dly
"	OAK TR	1.99	1.81	.20	
"	LGA U*	2.26	1.70	.15	Dly
"	DCA U*	2.26	1.70	.15	Dly
"	CHI U*	2.26	1.70	.15	Dly
"	CLE U*	2.26	1.70	.15	Dly
"	YIP U*	2.26	1.70	.15	Dly
"	LGA U*	2.26	1.70	.15	Dly
"	SFO U*	2.26	1.70	.15	Dly
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Two Dly
"	PDX P	.71	.57	.15	M,F
"	SEC P	.71	.57	.15	M,F
"	BOS U	.90	.79	.10	Dly
"	CHI U	.88	.71	.10	Dly
"	CLE U	.90	.73	.10	Dly
"	YIP U	.89	.73	.10	Dly
"	MKE U	.88	.71	.10	Dly
"	LGA U	.94	.76	.10	Dly
"	EWR U	.94	.76	.10	Dly
"	PHL U	.94	.76	.10	Dly
"	PVD U	.98	.79	.10	Dly
"	DCA U	.93	.78	.10	Dly
"	LAX U	.71	.57	.10	Dly
"	SFO U	.71	.57	.10	Dly
"	CHI NW	.88	.71	.15	Thrice Wkly
"	CLE NW	.90	.73	.15	Thrice Wkly
"	YIP NW	.90	.73	.15	Thrice Wkly
"	MKE NW	.88	.71	.15	Thrice Wkly
"	MPS NW	.84	.68	.15	Thrice Wkly
"	LGA NW	.94	.76	.15	Thrice Wkly
"	PIT NW	.91	.74	.15	Thrice Wkly
"	PDX NW*	.71	.57	.15	Thrice Wkly
"	SEC NW	.71	.57	.15	Thrice Wkly
"	GEG NW	.74	.60	.15	Thrice Wkly
"	DCA NW	.93	.78	.15	Thrice Wkly
"	CHI A*‡	.88	.71	.15	Dly
"	CLE A*‡	.90	.73	.15	Dly
"	YIP A*‡	.89	.73	.15	Dly
"	IDL A*‡	.94	.76	.15	Dly
"	PHI A*‡	.94	.76	.15	Dly
"	VR BC	.74	.58	.15	M, Alt. Th&F
"	OAK TR	.64	.51	.07½	
Iguassu Falls, Brazil	LGA P*	1.42	.91	.15	F
"	MIA P	1.35	.75	.15	F
"	MSY P	1.42	.82	.15	F
"	HOU P	1.45	.85	.15	Th
"	BRO P	1.45	.85	.15	Th
"	CRP P	1.45	.85	.15	Th
"	LAX P	1.50	.90	.15	Th
Ilorin, Nigeria	IDL BO	1.66	1.26	.15	Su,M,T,Th,F
Ipiales, Colombia	MIA P*	.66	.33	.15	Dly
"	LGA P*	.78	.41	.15	Su,Th
"	MSY P*	.71	.39	.15	Dly
"	HOU P*	.74	.43	.15	Dly
"	BRO P*	.74	.42	.15	Dly
"	CRP P*	.74	.42	.15	Dly
"	LAX P*	.87	.56	.15	Dly
Irumu, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Istanbul, Turkey	IDL K	1.50	1.12	.15	Th
"	LGA P	1.60	1.12	.15	T
"	BOS P	1.50	1.10	.15	T
"	BOS AF	1.48	1.11	.15	
"	IDL AF	1.50	1.13	.15	
"	IDL SS	1.50	1.13	.15	Su,M,W,F
"	IDL AO*	1.50	1.13	.15	Dly
Istanbul, Cont'd	IDL BO	1.49	1.12	.15	Su,M,T,Th,F*
"	EWR TC	1.60	1.10		Frequently
"	IDL SR	1.50	1.12	.15	Su,W
Ixtepec, Mexico	MIA P*	.31	.25	.15	Dly
"	MSY P*	.46	.24	.15	Dly
"	HOU P*	.24	.18	.10	Dly
"	BRO P*	.22	.13	.15	Dly
"	CRP P*	.23	.18	.15	Dly
"	LAX P*	.38	.20	.15	Dly
Jaipur, India	IDL AO*	1.97	1.48	.30	Dly
Jeddah, Saudi Arabia	LGA BO	1.66	1.26	.15	Su,M,T,Th,F
Jersey, Channel Is. U.K.	IDL AO*	1.09	.82	.21	Dly
Jerusalem, Palestine	LGA TW	1.55	1.17	.25	Su,F
"	DCA TW	1.50	1.21	.25	....
"	CHI TW	1.57	1.20	.15	....
"	YIP TW	1.55	1.18	.15	....
"	BOS TW	1.51	1.15	.20	....
"	PHL TW	1.52	1.15	.15	Su
"	IDL SA	1.62	1.12	...	Su
"	IDL AO*	1.52	1.14	.30	Dly
"	CHI U*	1.57	1.20	.15	....
"	YIP U*	1.55	1.18	.15	....
Jibuti, Fr. Somaliland	LGA BO	1.81	1.36	.15	Su,M,T,Th,F
"	IDL AF	1.81	1.36	.15	....
"	IDL AF	1.79	1.34	.15	....
Joao Pessoa (Cabadello)	LGA P	1.47		.15	Su,Th,Sa
"	MIA P	1.25		.15	Su,Th,Sa
"	MSY P	1.49		.15	Su,Th,Sa
"	HOU P	1.63		.15	W,F,Sa
"	BRO P	1.55		.15	W,F,Sa
"	CRP P	1.58		.15	W,F,Sa
"	NLD P	1.56		.15	W,F,Sa
"	LAX P	1.82		.15	W,F,Sa
Johannesburg, U. of So. Africa	IDL K	2.02	1.52	.15	T,F
"	LGA P	2.50	1.88	.20	M,Th
"	BOS P	2.47	1.86	.20	M,Th
"	IDL BO	2.02	1.51	.15	Su,M,T,Th,F
"	IDL AO*	2.16	1.61	.30	Dly
"	IDL S	2.02	1.52		T,Sa
Jos, Nigeria	IDL BO	1.66	1.26	.15	Su,M,T,Th,F
Juba, Anglo-Egyptian Sudan	IDL S*	1.83	1.29	...	T,Sa
Juneau, Alaska	SEC P	.30	.15	.15	Dly
"	OAK TR	.41	.34½	.15	....
Kabalo, Belgian Congo	IDL S*	2.23	1.67	...	T,Sa
Kaduna, Nigeria	IDL BO	1.66	1.26	.15	Su,M,T,Th,F
Kamaran Isl., Eritrea	IDL AO*	1.81	1.35	.30	Dly
"	IDL BO	1.78	1.34	.15	Su,M,T,Th,F
Kampala, Uganda	IDL BO	1.87	1.41	.15	Su,M,T,Th,F
Kano, Nigeria, B.W.A.	LGA AO*	1.90	1.409	.30	Dly
"	IDL BO	1.66	1.26	.15	Su,M,T,Th,F
"	IDL AF	.68	1.26	.15	Thrice Wkly
"	BOS AF	1.66	1.24	.15	Thrice Wkly
"	IDL K	1.68	1.26	.15	T,F
Karachi, Pakistan	LGA P	2.15	1.60	.15	Su,T,W,F
"	BOS P	2.10	1.50	.15	Su,T,W,F
"	PDX P	3.57	2.68	.15	W,Sa
"	SEC P	3.57	2.68	.15	W,Sa
"	LAX P	3.57	2.68	.15	T,W,F,Sa
"	SFO P	3.57	2.68	.15	T,W,F,Sa
"	IDL SS	1.87	1.41	.15	Su,M,W,F
"	IDL AO*	1.90	1.42	.30	Dly
"	LGA TR	2.04	1.50	.30	....
"	HFD TR	2.04	1.50	.30	....
"	IDL K	1.87	1.41	.15	Su,T,F,Sa
"	IDL BO	1.87	1.40	.15	Su,M,T,Th,F
"	IDL AF	1.87	1.41	.15	....
"	BOS AF	1.85	1.39	.15	....
"	LAX W*	3.60	2.62		....
"	PDX W*	3.60	2.62		....
"	SEC W*	3.60	2.62		....
"	EWR TC	2.00	1.90	.35	....
"	IDL S*	2.12	1.60		M,Th,Sa
Ketchikan, Alaska	SEC P	.22	.08	.15	Dly
Khartoum, Anglo-Egypt, Sudan	IDL BO	1.71	1.29	.15	Su,M,T,Th,F
"	IDL SS	1.71	1.29	.15	Su,M,W,F
"	IDL AF	1.71	1.29	.15	Thrice Wkly
"	BOS AF	1.69	1.27	.15	....
"	IDL AO*	1.74	1.30	.30	Dly
Kimberley, So. Afr.	IDL BO	2.16	1.62	.15	Su,M,T,Th,F
"	LGA AO*	2.33	1.67	.30	Dly
Kindu, Belg. Congo	IDL S	2.23	1.67	...	T,Sa
Kingston, Jamaica	MIA P*	.20	.10	.15	Dly
"	MIA K	.15	.10	.15	M,Th,Sa
"	BUJ CS	.30	.20	.15	Dly
"	CHI CS	.32	.22	.15	Dly
"	YIP CS	.32	.22	.15	Dly
"	ELD CS	.31	.21	.15	Dly
"	EVV CS	.30	.20	.15	Dly
"	FWA CS	.32	.22	.15	Dly
"	GRW CS	.29	.19	.15	Dly
"	HOT CS	.33	.23	.15	Dly
"	SAV CS	.17	.10	.15	Dly
"	HOU CS	.30	.20	.15	Dly
"	IND CS	.31	.21	.15	Dly
"	JAN CS	.29	.19	.15	Dly
"	LIT CS	.31	.21	.15	Dly
"	MEM CS	.29	.19	.15	Dly
"	MSY CS	.27	.17	.15	Dly
"	PUK CS	.30	.20	.15	Dly
"	STL CS	.31	.21	.15	Dly
"	SHV CS	.31	.21	.15	Dly
"	HUF CS	.32	.22	.15	Dly
"	TOL CS	.32	.22	.15	Dly

Destination	Airport and Airline	Rates (See Note): Per Lb. (1-100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Kingston, Cont'd	MKC CS	.33	.23	.15	Dly
	SGF CS	.33	.22	.15	Dly
	UL T	.23C	.18C	...	M
	YTO T	.23C	.23C	...	M
	EWR TC	.33	.22	...	Frequently
	HOU SK*	See Note SK			
	MSY SK*	See Note SK			
Kosice, Czech.	IDL AO*	1.31	.98	.15	M,W,Sa
	BOS AO*	1.31	.98	.21	M
Kuwait, Kuwait	IDL BO	1.70	1.29	.15	Su,M,T,Th,F
	IDL AO*	1.72	1.29	.30	Dly
Kristiansand, Norway	IDL SS	1.13	.85	.15	Dly except Th
	IDL K	1.25	.94	.15	F
	IDL AO*	1.23	.93	.21	...
La Ceiba, Honduras	MSY TA	.43	.26	...	M,W,F
	MEX TA	.26	.19	...	T,Th,Sa
Lagos, Nigeria	IDL AO*	1.74	1.30	.30	Dly
	IDL BO	1.66	1.26	.15	Su,M,T,Th,F
	IDL AF	1.66	1.26	.15	Twice Wkly
	BOS AF	1.66	1.24	.15	...
La Guaira, Venezuela	LGA P*	.50	.32	.15	Dly
	MIA P*	.40	.22	.15	Dly
	MSY P*	.45	.30	.15	Dly
	HOU P*	.48	.33	.15	Dly
	BRO P*	.48	.33	.15	Dly
	CRP P*	.48	.33	.15	Dly
	LAX P*	.62	.47	.15	Dly
	MIA K	.40	.23	.15	Dly
	BUJ CS	.50	.33	.15	Dly
	CHI CS	.53	.35	.15	Dly
	YIP CS	.53	.35	.15	Dly
	ELD CS	.51	.34	.15	Dly
	EVV CS	.50	.33	.15	Dly
	FWA CS	.53	.35	.15	Dly
	GRW CS	.49	.32	.15	Dly
	HOT CS	.53	.36	.15	Dly
	HOU CS	.48	.33	.15	Dly
	IND CS	.51	.34	.15	Dly
	JAN CS	.49	.32	.15	Dly
	LIT CS	.51	.34	.15	Dly
	MEM CS	.49	.32	.15	Dly
	MSY CS	.46	.30	.15	Dly
	PUK CS	.50	.33	.15	Dly
	STL CS	.51	.34	.15	Dly
	SHV CS	.51	.34	.15	Dly
	HUF CS	.53	.35	.15	Dly
	TOL CS	.53	.35	.15	Dly
	MKC CS	.53	.36	.15	Dly
	SGF CS	.52	.36	.15	Dly
	HAV CS	.40	.23	.15	...
	KIN CS	.34	.17	.15	...
	EWR TC	.48	.35	.25	...
La Paz, Bolivia	MIA P*	1.07	.86	.15	Dly except T
	MSY P*	1.13	.65	.15	Dly except T
	HOU P*	1.16	.66	.15	Dly except M
	BRO P*	1.16	.66	.15	Dly except M
	CRP P*	1.16	.66	.15	Dly except M
	LAX P*	1.28	.81	.15	Dly except M
	EWR TC	1.42	1.34	...	Frequently
	CHI B	1.19	.70	.20	Su,F
	DAL B	1.19	.70	.20	Su,F
	HOU B	1.14	.68	.20	Su,F
	ELP A*	1.22	.74	.20	Dly
	LAX A*	1.29	.80	.20	Dly
	SFO A*	1.30	.81	.20	Dly
	HOU SK*	See Note SK			...
	MSY SK*	See Note SK			...
	YIP U*	1.19	.70	.20	Su,F
Leopoldville, Belgian Congo	LGA P	2.25	1.69	.15	M,Th
	BOS P	2.22	1.67	.15	M,Th
	IDL AO*	1.98	1.48	.30	M,W,Sa
	IDL S	1.87	1.41	...	T,Sa
Lethbridge, Alb., Canada	LGA T*	3.50	.31	...	Dly
	CTB W	.64	...	.10	Dly
Libenge, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Lima, Peru	MIA P*	.87	.45	.15	Dly
	MSY P*	.93	.53	.15	Dly
	HOU P*	.96	.56	.15	Dly
	BRO P*	.96	.56	.15	Dly
	CRP P*	.96	.56	.15	Dly
	LAX P*	1.09	.70	.15	Dly
	HOU B	.96	.56	.20	Su,M,W,F
	IND B	.98	.57	.20	Su,M,W,F
	LRD B	.97	.57	.20	Su,M,W,F
	MSY B	.93	.53	.20	Su,M,W,F
	SAT B	.96	.56	.20	Su,M,W,F
	BRO B	.97	.57	.20	Su,M,W,F
	CHI B	.99	.58	.20	Su,M,W,F
	CRP B	.96	.56	.20	Su,M,W,F
	DAL B	.99	.58	.20	Su,M,W,F
	FTW B	.99	.58	.20	Su,M,W,F
	HAV B	.82	.45	.10	Su,M,W,F
	EWR TC	1.30	1.00	...	Frequently
	ELP A*	1.03	.62	.20	Dly
	LAX A*	1.09	.68	.20	Dly
	SFU A*	1.10	.69	.20	Dly
	HOU SK*	See Note SK			...
	MSY SK*	See Note SK			...
	YIP *	.99	.58	.20	M,W,F
Lisala, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Lisbon, Portugal	LGA P	1.01	.76	.15	Su,M,T,F
	BOS P	.98	.74	.15	Su,M,T,F
	IDL AO*	1.30	.97	.21	Dly
	IDL S	1.30	.98	...	T,Sa
	LGA TR	1.15	.70	.10	...
	HFD TR	1.15	.70	.10	...

Destination	Airport and Airline	Rates (See Note): Per Lb. (1-100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lisbon, Cont'd	CHI U*	1.08	.81	.15	M,W,F,Sa
	YIP U*	1.08	.81	.15	M,W,F,Sa
	IDL BO	1.05	.79	.15	Su,M,T,Th,F
	IDL AF	1.14	.86	.15	Twice Wkly
	BOS AF	1.12	.84	.15	...
	LGA TW	1.01	.76	.20	M,W,F,Sa
	BOS TW	.98	.74	.20	M,F
	YIP TW	1.08	.81	.20	...
	CHI TW	1.08	.83	.20	...
	IDL K*	1.18	.89	.15	Sa
	EWR TC	1.00	.75	.25	...
Liverpool, England	IDL AO*	.99	.74	.21	Dly
	BOS AO*	.97	.72	.21	Su,T,Th,F,Sa
	LGA TW*	.99	.75	.15	M,T,W,Th,F
	IDL K	.99	.75	.15	T
	IDL BO	.99	.75	.15	Dly
	CHI U*	1.06	.82	.15	...
	YIP U*	1.04	.80	.15	...
Luanda, Belgian Congo	IDL S	2.00	1.50	...	T,Sa
London, England	LGA P	1.03	.77	.15	Dly
	BOS P	1.00	.75	.15	Dly
	IDL AO	1.03	.77	.15	Dly
	BOS AO	1.00	.75	.15	Su,Th
	DCA AO	1.05	.80	.15	F
	PHL AO	1.04	.79	.15	F
	LGA TW	1.03	.77	.20	...
	IDL S	1.12	.84	...	T,Sa
	LGA TR	.70	.60	.10	...
	HFD TR	.70	.60	.10	...
	IDL SW	.87	.70	.20	...
	IDL BO	1.03	.77	.15	Dly
	IDL SS	1.03	.77	.15	Dly except Th
	IDL AF	1.09	.82	.15	Dly
	BOS AF	1.03	.77	.15	Dly
	IDL K*	1.14	.84	.15	Su,T,Th,F,Sa
	UL T	1.07C	.81C	.15	Dly
	EWR TC	.70	.60	.25	...
London, Ont., Canada	LGA T*	2.14	.0645	.10	Dly
Lulea, Sweden	IDL SS	1.22	.92	.15	Dly except Th
	IDL AO*	1.12	.93	.15	...
Luluaburg, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Lusaka, Northern Rhodesia	IDL BO	1.90	1.50	.15	Su,M,T,Th,F
Luxor, Egypt	IDL AO*	1.64	1.22	.30	Dly
	IDL BO	1.62	1.22	.30	Su,M,T,Th,F
Lydda, Israel	LGA TR	1.66	1.27	.15	...
	IDL SS	1.50	1.12	.15	Su,M,W,F
	LGA TW	1.55	1.17	.25	Su,F
	LGA TW	1.50	1.13	.15	...
	IDL AF	1.50	1.13	.15	...
	BOS AF	1.48	1.11	.15	...
	IDL AO*	1.52	1.14	.30	Dly
	EWR TC	1.50	1.10	.25	...
	IDL K	1.50	1.13	.15	Sa
	IDL S*	1.50	1.13	...	T,Sa
	IDL BO	1.50	1.13	.15	...
Lyon, France	IDL AF	1.13	.85	.15	Dly
	BOS AF	1.11	.83	.15	...
	IDL AO*	1.14	.86	.21	M,W,Sa
	BOS AO*	1.18	.833	.21	M
Maceio, Brazil	LGA P*	1.17	.66	.15	M,W,Sa
	MIA P*	1.16	.60	.15	M,W,Sa
	MSY P*	1.17	.67	.15	M,W,Sa
	HOU P*	1.20	.70	.15	Su,T,F
	BRO P*	1.20	.70	.15	Su,T,F
	CRP P*	1.20	.70	.15	Su,T,F
	LAX P*	1.86	...	.15	Su,T,F
Madras, India	IDL AO*	1.96	1.47	.30	Dly
	IDL BO	1.96	1.47	.15	...
Madrid, Spain	IDL AO*	1.28	.92	.21	Dly
	LGA TR	1.20	.95	.10	...
	HFD TR	1.20	.95	.10	...
	IDL BO	1.10	.83	.15	Su,M,T,Th,F
	IDL AF	1.10	.83	.15	...
	BOS AF	1.08	.81	.15	...
	LGA TW	1.11	.84	.20	M,W,F,Sa
	BOS TW	1.08	.83	.20	M,F
	CHI TW	1.17	.90	.15	...
	YIP TW	1.15	.88	.15	...
	IDL K*	1.12	.84	.15	T
	EWR TC	1.05	.75	.25	...
	IDL S	1.26	.94	...	T,Sa
	CHI U*	1.17	.90	.15	M,W,F,Sa
	YIP U*	1.15	.88	.15	M,W,F,Sa
Malmo, Sweden	IDL AF	1.21	.91	.15	Dly
	BOS AF	1.19	.89	.15	Dly
	IDL AO*	1.14	.86	.21	M,F
	LGA TR	1.05	.90	.12½	...
	HFD TR	1.05	.90	.12½	...
	IDL SS	1.13	.85	.15	Dly except Th
Malta, Malta	IDL AO*	1.33	.99	.21	Dly
	IDL BO	1.30	.98	.15	Su,M,T,Th,F
Managua, Nicaragua	MIA P*	.50	.24	.15	Dly
	MSY P*	.43	.23	.15	Dly
	HOU P*	.41	.27	.15	Dly
	BRO P*	.39	.24	.15	Dly
Managua, Colombia	CRP P*	.40	.28	.15	Dly
	LAX P*	.55	.39	.15	Dly
	LGA EA	.51	.44	.20	...
	MIA EA	.44½	.26½	.20	...
	HAV EA	.36½	.29½	.15	...
	MSY TA	.43	.22	...	Dly except Su
	MEX TA	.26	.16	...	T thru Sa
	HOU SK*	—See Note SK			...
	MSY SK*	—See Note SK			...
	MIA P*	.47	.24	.15	Dly
	LGA P*	.57	.32	.15	Dly
	MSY P*	.33	.31	.15	Dly

Destination	Airport and Airline	Rates (See Note): Per Lb. (1-100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Managua, Cont'd	HOU P*	.36	.34	.15	Dly
	BRO P*	.36	.34	.15	Dly
	CRP P*	.36	.34	.15	Dly
	LAX P*	.70	.48	.15	Dly
Manaos, Brazil	LGA P*	1.08	.61	.15	Dly except Su
	MIA P*	1.01	.55	.15	Dly except Su
	MSY P*	1.08	.62	.15	Dly except Su
	HOU P*	1.11	.65	.15	Dly except Su
	BRO P*	1.11	.65	.15	Dly except Su
	CRP P*	1.11	.65	.15	Dly except Su
	LAX P*	1.25	.79	.15	Dly except Su
Manchester, England	IDL AO*	1.03	.77	.21	Dly
	IDL K*	.99	.74	.15	Su,F
	IDL SS	.99	.75	.15	Dly except Th
	IDL AF	1.12	.84	.15	...
	BOS AF	1.01	.82	.15	...
	LGA TW*	.97	.73	.20	W,Th
	IDL BO	.99	.74	.15	Dly
	CHI U*	1.06	.82	.15	...
	YIP U*	1.04	.80	.15	...
Manila, Philippines	LAX P	2.50	1.88	.15	T,Th,Sa
	SFO P	2.50	1.88	.15	T,Th,Sa
	PDX P	2.50	1.88	.15	Sa
	SEC P	2.50	1.88	.15	Sa
	LGA P	2.90	2.52	.15	T
	BOS P	2.88	2.50	.15	T
	SFO PH	2.26	1.70	.15	W,Sa
	OAK PH	2.26	1.70	.15	W,Sa
	LAX PH*	2.26	1.70	.15	T,F
	PDX PH*	2.26	1.70	.15	T,F
	SEC PH*	2.26	1.70	.15	T,F
	HJR PH	1.79	1.34	.15	W,Sa
	LGA PH	2.26	1.70	.15	T,F
	BOS PH	2.26	1.70	.15	T,F
	DEN PH	2.26	1.70	.15	T,F
	SLC PH	2.26	1.70	.15	T,F
	CLE PH*	2.26	1.70	.15	T,F
	YIP PH*	2.26	1.70	.15	T,F
	CHI PH	2.26	1.70	.15	T,F
	MKE PH	2.26	1.70	.15	T,F
	DCA PH	2.26	1.70	.15	T,F
	EDF NW	2.26	1.70	.15	Three Wkly
	CHI NW	2.26	1.70	.15	Three Wkly
	CLE NW	2.26	1.70	.15	Three Wkly
	YIP NW	2.26	1.70	.15	Three Wkly
	LAX NW*	2.26	1.70	.15	Three Wkly
	MKE NW	2.26	1.70	.15	Three Wkly
	MPS NW	2.26	1.70	.15	Three Wkly
	LGA NW	2.26	1.70	.15	Three Wkly
	PIT NW	2.26	1.70	.15	Three Wkly
	PDX NW*	2.26	1.70	.15	Three Wkly
	SFO NW*	2.26	1.70	.15	Three Wkly
	SEC NW	2.26	1.70	.15	Three Wkly
	DCA NW	2.26	1.70	.15	Three Wkly
	LAX W*	2.50	1.88	.20	...
	PDX W*	2.50	1.88	.20	...
	SEC W*	2.50	1.88	.20	...
	IDL AF	2.32	1.74	.15	...
	BOS AF	2.30	1.72	.15	...
	BOS A*	2.62	1.97	.15	Dly
	CHI A*	2.54	1.91	.15	Dly
	CLE A*	2.56	1.92	.15	Dly
	YIP A*	2.25	1.92	.15	Dly
	IDL A*	2.60	1.94	.15	Dly
	DCA A*	2.59	1.94	.15	Dly
	LGA U*	2.26	1.70	.15	Dly
	CHI U*	2.26	1.70	.15	Dly
	CLE U*	2.26	1.70	.15	Dly
	BOS U*	2.26	1.70	.15	Dly
	YIP U*	2.26	1.70	.15	Dly
	LAX U*	2.26	1.70	.15	Dly
	SFO U*	2.26	1.70	.15	Dly
Manizales, Colombia	MIA P*	.54	.28	.15	Dly
	LGA P*	.64	.37	.15	Dly
	MSY P*	.60	.35	.15	Dly
	HOU P*	.63	.38	.15	Dly
	BRO P*	.63	.38	.15	Dly
	CRP P*	.63	.38	.15	Dly
	LAX P*	.76	.52	.15	Dly
Manono, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Manta, Ecuador	MIA P*	.65	.36	.15	M,T,W,Sa
	MSY P*	.71	.42	.15	M,T,W,Sa
	HOU P*	.74	.56	.15	Su,M,W,F
	BRO P*	.74	.56	.15	Su,M,W,F
	CRP P*	.74	.56	.15	Su,M,W,F
	LAX P*	.87	.59	.15	Su,M,W,F
Manzanillo, Cuba	MIA P*	.14	.09	.15	Dly
Maracaibo, Venezuela	MIA P*	.40	.22	.15	Dly
	LGA P*	.50	.31	.15	Dly
	MSY P*	.45	.30	.15	Dly
	HOU P*	.48	.32	.15	Dly
	BRO P*	.48	.32	.15	Dly
	CRP P*	.48	.32	.15	Dly
	LAX P*	.62	.46	.15	Dly
	MIA K	.40	.23	.15	Dly
Mariehamn, Finland	IDL AO*	1.17	.88	.21	M,W,F
	BOS AO*	1.16	.87	.21	W,F
Marseille, France	IDL AO*	1.17	.87	.30	Dly
	BOS AO*	1.15	.85	.30	Su,Th
	IDL BO	1.22	.93	.15	Su,M,T,Th,F
	IDL AF	1.16	.87	.15	Dly
	BOS AF	1.14	.85	.15	Dly
	LGA P	1.22	.90	.15	Su
	BOS P	1.20	.87	.15	Su
Matadi, Belgian Congo	IDL S	2.12	1.63	...	T,Sa
Mauritius	IDL AF	2.37	1.78	.15	Weekly
	BOS AF	2.35	1.76	.15	...
	IDL BO	2.98	2.24	.15	Su,M,T,Th,F

Destination	Airport and Airline	Rates (See Note): 45 Lbs. and Under (Per Lb.)	Over 45 Lbs. (Per Lb.)	Per $100 Value	Depart
Mayaguez, Puerto Rico	EWR TC	.30	.20	...	Frequently
Mayajigua, Cuba	MIA P*	.15	.09	.15	Dly
Mazatlan, Mexico	HOU P*	.29	.21	.15	Dly
•	BRO P*	.26	.17	.15	Dly
•	CRP P*	.27	.19	.15	Dly
•	LAX P*	.30	.23	.15	Dly
Medan, Sumatra	IDL BO	2.27	1.71	.15	Su,M,T,Th,F
•	IDL K	2.27	1.71	.15	Su,T,F
Medellin, Colombia	MIA P*	.61	.30	.15	Dly
•	LGA P*	.61	.35	.15	Su,Th
•	MSY P*	.57	.33	.15	Dly
•	HOU P*	.60	.36	.15	Dly
•	BRO P*	.60	.36	.15	Dly
•	CRP P*	.60	.36	.15	Dly
•	LAX P*	.73	.40	.15	Dly
Merida, Mexico	MIA P*	.25	.13	.15	Dly
•	MSY P*	.22	.11	.15	Dly
•	HOU P*	.32	.22	.15	Dly
•	BRO P*	.30	.18	.15	Dly
•	CRP P*	.31	.20	.15	Dly
•	LAX P*	.46	.33	.15	Dly
•	DAL B	.55	....	...	Dly
•	FTW B	.56	....	...	Dly
•	LRD B	.43	....	...	Dly
•	SAT B	.49	....	...	Dly
Mexicali, Mexico	LAX P*	.08	.05	.15	Dly
Mexico City, Mexico	MIA P*	.44	.22	.15	Dly
•	MSY P*	.35	.21	.15	Dly
•	HOU P*	.16	.12	.15	Dly
•	BRO P*	.14	.09	.15	Dly
•	CRP P*	.15	.10	.15	Dly
•	LAX P*	.30	.25	.15	Dly
•	MSY TA	.51	.30	...	M thru F
•	DAL A	.20	....	...	Dly
•	LAX A	.38	....	...	Dly
•	ELP A	.28	....	...	Dly
•	SAT A	.20	....	...	Dly
•	HOU SK*	—See Note SK			
•	MSY SK*	—See Note SK			
Midway Island	LAX P	1.18	.89	.15	M,T,W,F
•	SFO P	1.18	.89	.15	M,T,W,F
•	PDX P	1.18	.89	.15	
•	SEC P	1.18	.89	.15	
•	OAK TR	1.09	.77	.07½	
Milan, Italy	IDL AF	1.20	.90	.15	
•	BOS AF	1.18	.89	.15	
•	IDL SW	1.08	.88	.20	
•	IDL AO*	1.20	.90	.15	Dly
•	IDL S	1.20	.90	...	T,Sa
•	LGA TR	1.00	.85	.15	
•	HFD TR	1.00	.85	.15	
•	IDL SS	1.24	.93	.15	Dly except Th
•	IDL BO	1.20	.90	.15	Su,M,T,Th,F
•	IDL K*	1.20	.90	.15	Sa
•	LGA TW	1.21	.91	.20	Th,Sa
•	BOS TW	1.18	.89	.20	
•	CHI TW	1.31	1.01	.15	
•	YIP TW	1.29	.99	.15	
•	PHL TW	1.25	.95	.15	
•	DCA TW	1.27	.97	.15	
•	CHI U*	1.37	.98	.15	
•	YIP U*	1.38	.98	.15	
Minatitlan, Mexico	MIA P*	.37	.19	.15	Dly
•	MSY P*	.31	.17	.15	Dly
•	HOU P*	.23	.18	.15	Dly
•	BRO P*	.21	.13	.15	Dly
•	CRP P*	.22	.16	.15	Dly
•	LAX P*	.37	.30	.15	Dly
Mogadiscio, Italian Somaliland	IDL BO	1.90	1.43	.15	Su,M,T,Th,F
Monte Carlo, Monaco	IDL BO	1.18	.90	.15	Su,M,T,Th,F
Montego Bay, Jamaica	MIA P*	.18	.09	.15	T,Sa
Monteria, Colombia	MIA P*	.51	.30	.15	Dly
•	LGA P*	.61	.35	.15	Su,Th
•	HOU P*	.60	.36	.15	Dly
•	BRO P*	.60	.36	.15	Dly
•	CRP P*	.60	.36	.15	Dly
•	LAX P*	.74	.50	.15	Dly
Monterrey, Mexico	DAL A	.15	....	.15	Dly
•	ELP A	.18	....	.15	Dly
•	LAX A	.31	....	.15	Dly
•	SAT A	.09	....	.15	Dly
•	BLD P	....	....	...	Dly
Montevideo, Uruguay	LGA P*	1.50	.96	.15	Twice Dly
•	MIA P*	1.40	.90	.15	Dly
•	MSY P*	1.50	.97	.15	Dly
•	HOU P*	1.55	.99	.15	Dly
•	BRO P*	1.53	.99	.15	Dly
•	CRP P*	1.53	.99	.15	Dly
•	LAX P*	1.67	1.04	.20	Dly
•	EWR TC	1.35	.98	...	Frequently
Montreal, Que., Canada	LGA C	.08	....	...	Dly
•	CHI TA	2.80	.1136	.10	Dly
•	CLE TA	2.80	.085	.10	Dly
•	LGA NE*	2.70	....	.10	Dly
•	BOS NE*	1.80	....	.10	Dly
Moscow, USSR	LGA AO*	1.43	1.13	.15	Su,M,W,F
•	IDL SS	1.50	1.16	.15	Dly except Th
Mossoro, Brazil	LGA P	1.41	....	.15	Sa
•	MIA P	1.24	....	.15	Sa
•	MSY P	1.40	....	.15	Sa
•	HOU P	1.51	....	.15	F
•	BRO P	1.53	....	.15	F
•	CRP P	1.56	....	.15	F
•	LAX P	1.76	....	.15	F
•	BLD P	1.84	....	.15	F
Mulhouse, France	IDL AO*	1.15	.87	.15	Dly
•	BOS AO*	1.13	.85	.15	M
•	IDL AF	1.15	.87	.15	
•	BOS AF	1.13	.85	.15	
Munich, Germany	LGA P	1.20	.90	.15	Dly
•	BOS P	1.20	.90	.15	Dly
•	IDL AO*	1.20	.90	.21	Dly
•	IDL SS	1.20	.90	.15	Dly except Th
•	IDL K*	1.20	.90	.15	T,F
•	IDL BO	1.20	.90	.15	
Nairobi, Kenya	IDL AO*	1.92	1.44	.20	Dly
•	IDL BO	1.90	1.43	.15	M,Th,F
•	IDL AF	1.90	1.43	.15	
•	BOS AF	1.88	1.41	.15	
•	IDL S	1.90	1.43	...	T,Sa
•	IDL SS	1.90	1.43	.15	Dly except Th
•	LGA TW*	1.90	1.43	.20	Th
Nandi, Fiji	SFO BO*	1.75	1.31	.15	Su,M,T,Th,F
•	SFO BC	1.75	1.31	.15	M,Th,F
•	BJR BC	1.04	.78	.15	M,Th,F
•	VR BC	1.86	1.39	.15	M & Alt. Th,F
Naples, Italy	IDL AO*	1.31	.98	.21	Dly
•	IDL S	1.29	.97	...	T,Sa
Nassau, Bahamas	MIA P*	.07	.04	.15	Dly
•	UL T	.29	.21	...	
•	YTO T	.21	.19		
•	EWR TC	.18	.12		Frequently
Natal, Brazil	LGA P*	1.10	.67	.15	Su,Th,Sa
•	MIA P*	1.05	.60	.15	Su,Th,Sa
•	MSY P*	1.10	.65	.15	Su,Th,Sa
•	HOU P*	1.13	.62	.15	W,F,Sa
•	BRO P*	1.13	.62	.15	W,F,Sa
•	CRP P*	1.13	.62	.15	W,F,Sa
•	LAX P*	1.27	.80	.20	W,F,Sa
•	EWR TC	1.40	1.20		Frequently
N'Dola, Rhodesia	IDL S	1.94	1.46	...	T,Sa
•	IDL BO	1.94	1.46	.15	Su,M,T,Th,F
Niamey, Fr. W. Af.	IDL AF	2.26	1.70	.15	Weekly
•	BOS AF	2.22	1.67	.15	Weekly
Nice, France	IDL AO*	1.20	.90	.21	Dly
•	IDL S	1.10	.90	...	T,Sa
•	IDL SS	1.27	.90	.15	Su,M,W,F
•	IDL AF	1.18	.89	.15	Dly
•	BOS AF	1.16	.87	.15	Dly
•	LGA P	1.18	.89	.15	Su,T,F
•	BOS P	1.16	.87	.15	Su,T,F
•	IDL SR	1.22	.92		Su,W
•	IDL BO	1.15	.89	.15	Su,M,T,Th,F
•	IDL K*	1.17	.90	.15	Su,T
•	IDL SS	1.17	.88	.15	Su,W
Nicosia, Cyprus	IDL AO*	1.51	1.14	.20	Dly
•	BOS AO*	1.49	1.12	.20	Su,Th
•	IDL BO	1.50	1.13	.15	Su,M,T,Th,F
Nome, Alaska	SEC r	.55	.23	.15	Su,W
•	OAK TR	.74	.44½	.15	
Norrkoping, Sweden	IDL SS	1.16	.87	.15	Dly except Th
North Bay, Ont., Canada	LGA T*	2.04	.0735	.10	Dly
Noumea, New Caledonia	LAX P	2.01	1.52	.15	M,W
•	SFO P	2.01	1.52	.15	M,W
•	PDX P	2.01	1.52	.15	W
•	SEC P	2.01	1.52	.15	W
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	....	...	Dly
Nueva Ocotepeque, Hon.	MSY TA	.47	.36	...	M,W,F
•	MEX TA	.37	.31	...	T,Th,Sa
Nuremberg, Germany	IDL K*	1.17	.88	.15	Sa
Oaxaca, Mexico	MIA P*	.41	.22	.15	Dly
•	MSY P*	.43	.24	.15	Dly
•	HOU P*	.21	.14	.15	Dly
•	BRO P*	.19	.13	.15	Dly
•	CRP P*	.20	.14	.15	Dly
•	LAX P*	.35	.28	.15	Dly
Okinawa	EDF NW	2.26	1.70	.15	Three Wkly
•	CHI NW	2.26	1.70	.15	Three Wkly
•	CLE NW	2.26	1.70	.15	Three Wkly
•	YIP NW	2.26	1.70	.15	Three Wkly
•	LAX NW*	2.26	1.70	.15	Three Wkly
•	MKE NW	2.26	1.70	.15	Three Wkly
•	MPS NW	2.26	1.70	.15	Three Wkly
•	LGA NW	2.26	1.70	.15	Three Wkly
•	PIT NW	2.26	1.70	.15	Three Wkly
•	PDX NW*	2.26	1.70	.15	Three Wkly
•	SFO NW*	2.26	1.70	.15	Three Wkly
•	SEC NW	2.26	1.70	.15	Three Wkly
•	DCA NW	2.26	1.70	.15	Three Wkly
•	LAX P	2.50	1.88	.15	M,W,F
•	SFO P	2.50	1.88	.15	M,W,F
•	PDX P	2.50	1.88	.15	W
•	SEC P	2.50	1.88	.15	W
•	OAK TR	1.62	1.40	.13½	
•	SFO PH	2.26	1.70	.15	W,Sa
•	OAK PH	2.26	1.70	.15	W,Sa
•	LAX PH	2.26	1.70	.15	T,F
•	PDX PH	2.26	1.70	.15	T,F
•	SEC PH	2.26	1.70	.15	T,F
•	LGA PH	2.26	1.70	.15	T,F
•	BOS PH	2.26	1.70	.15	T,F
•	DEN PH	2.26	1.70	.15	T,F
•	SLC PH	2.26	1.70	.15	T,F
•	CLE PH	2.26	1.70	.15	T,F
•	YIP PH	2.26	1.70	.15	T,F
•	CHI PH	2.26	1.70	.15	T,F
•	MKE PH	2.26	1.70	.15	T,F
•	DCA PH	2.26	1.70	.15	T,F
•	BOS A*‡	2.34	1.76	.15	Dly
•	CHI A*‡	2.26	1.70	.15	Dly
•	CLE A*‡	2.26	1.70	.15	Dly
Okinawa, Cont'd.	YIP A*‡	2.26	1.70	.15	Dly
•	DCA A*‡	2.26	1.70	.15	Dly
•	LGA U*	2.26	1.70	.15	Dly
•	BOS U*	2.26	1.70	.15	Dly
•	DCA U*	2.26	1.70	.15	Dly
•	CLE U*	2.26	1.70	.15	Dly
•	CHI U*	2.26	1.70	.15	Dly
•	YIP U*	2.26	1.70	.15	Dly
•	LAX U*	2.26	1.70	.15	Dly
•	SFO U*	2.26	1.70	.15	Dly
Oran, Algeria	IDL AO*	1.43	1.075	.21	Dly
•	BOS AO*	1.40	1.055	.21	Su,Th
•	IDL AF	1.29	.97	.15	Six Weekly
•	BOS AF	1.27	.95	.15	
Oruro, Bolivia	MIA P*	1.10	.59	.15	Su,M,W,F
•	MSY P*	1.16	.65	.15	Su,M,W,F
•	HOU P*	1.19	.69	.15	M,T,Th,Sa
•	BRO P*	1.19	.69	.15	M,T,Th,Sa
•	CRP P*	1.19	.69	.15	M,T,Th,Sa
•	LAX P*	1.33	.83	.15	M,T,Th,Sa
Oslo, Norway	IDL SS	1.07	.81	.15	Dly except Th
•	IDL AO	1.07	.81	.15	Su,W
•	BOS AO	1.05	.79	.15	W
•	IDL S	1.14	.86	...	T,Sa
•	LGA TR	1.00	.82	.12½	
•	HFD TR	1.00	.82	.12½	
•	IDL BO	1.07	.81	.15	Su,M,T,Th,F
•	IDL AF	1.25	.94	.15	Six Wkly
•	BOS AF	1.23	.92	.15	
•	IDL K*	1.13	.85	.15	F
•	EWR TC	1.00	.90	.25	
Ostrava, Czechoslovakia	IDL AO*	1.27	.95	.21	M,W,Sa
•	BOS AO*	1.25	.94	.21	M
Ottawa, Ont., Canada	LGA C	.07	....	...	Dly
Palembang, N.E.I.	IDL BO	2.25	1.69	.15	Su,M,T,Th,F
•	IDL K	2.25	1.69	.15	Su,T
Palermo, Italy	IDL AO*	1.28	.96	.21	M,W,Sa
•	BOS AO*	1.26	.94	.21	M
Panama City, Panama	MIA P*	.30	.19	.15	Dly
•	MSY P*	.45	.26	.15	Dly
•	HOU P*	.48	.29	.15	Dly
•	BRO P*	.49	.29	.15	Dly
•	CRP P*	.49	.29	.15	Dly
•	LAX P*	.61	.41	.15	Dly
•	HOU B	.44	.29	.10	Su,M,W,F
•	CHI B	.31	.31	.20	Su,M,W,F
•	CRP B	.48	.29	.10	Su,M,W,F
•	DAL B	.51	.31	.10	Su,M,W,F
•	YIP B	.51	.31	.20	Su,M,W,F
•	MSY B	.45	.28	.15	Su,M,W,F
•	MSY TA	.64	.46	...	M,W,F
•	MEX TA	.50	.38	...	T,Th,Sa
•	MIA K	.55	.47	.15	Su,F
Paramaribo, Surinam	LGA P*	.64	.39	.15	M,Th
•	MIA P*	.57	.33	.15	M,Th
•	MSY P*	.64	.40	.15	M,Th
•	HOU P*	.67	.43	.15	Su,W
•	BRO P*	.67	.43	.15	Su,W
•	CRP P*	.67	.43	.15	Su,W
•	LAX P*	.81	.57	.15	Su,W
•	MIA K	.57	.33	.15	Su,W,Sa
Paris, France	IDL AO*	1.09	.82	.15	Dly
•	IDL S	1.09	.82	...	T,Sa
•	LGA TR	.85	.70	.12½	
•	HFD TR	.85	.70	.12½	
•	IDL SW	.91	.74	.20	
•	IDL BO	1.09	.82	.15	Dly
•	IDL SS	1.09	.82	.15	Su,M,W,F
•	IDL AF	1.09	.82	.15	Dly
•	BOS AF	1.07	.80	.15	
•	IDL K*	1.09	.82	.15	Su,T,Th,F,Sa
•	LGA TW	1.05	.79	.20	Dly
•	BOS TW	1.02	.77	.20	T,Sa
•	PHL TW	1.11	.84	.20	Su
•	DCA TW	1.12	.85	.20	
•	YIP TW	1.14	.87	.20	
•	CHI TW	1.16	.89	.20	
•	LGA P*	1.09	.82	.15	Dly
•	BOS P*	1.06	.80	.15	Dly
•	EWR TC	.85	.65	.15	
•	LGA P	....	....	...	T,Th
•	BOS P	....	....	...	T,Th
•	CHI U*	1.10	.89	.15	Dly
•	YIP U*	1.14	.87	.15	Dly
Parnahyba, Brazil	LGA P*	.98	.45	.15	T,Th,Sa
•	MIA P*	.93	.45	.15	T,Th,Sa
•	MSY P*	.98	.55	.15	T,Th,Sa
•	HOU P*	.99	.58	.15	M,W,F
•	BRO P*	.99	.58	.15	M,W,F
•	CRP P*	.99	.58	.15	M,W,F
•	LAX P*	1.13	.73	.15	M,W,F
Pereira, Colombia	MIA P*	.54	.28	.15	Dly
•	LGA P*	.64	.37	.15	Dly
•	MSY P*	.60	.35	.15	Dly
•	HOU P*	.63	.38	.15	Dly
•	BRO P*	.63	.38	.15	Dly
•	CRP P*	.63	.38	.15	Dly
•	LAX P*	.78	.52	.15	Dly
Pisa, Italy	IDL SW	1.08	.88	.20	
Ponce, Puerto Rico	EWR TC	.30	.20	...	Frequently
Popayan, Colombia	MIA P*	.61	.30	.15	Dly
•	LGA P*	.71	.39	.15	Dly
•	MSY P*	.67	.37	.15	Dly
•	HOU P*	.72	.40	.15	Dly
•	BRO P*	.72	.40	.15	Dly
•	CRP P*	.72	.40	.15	Dly
•	LAX P*	.89	.54	.15	Dly

Destination	Airport and Airline	Rates (See Note) Per Lb. Up to 99 Lbs.	Per Lb. 100 Lbs. & Over	Per $100 Value	Depart
Port au Prince, Haiti	MIA P*	.15	.12	.15	Dly
•	LGA P*	.25	.21	.15	Dly
•	MIA K	.15	.12	.15	Th
•	EWR TC	.45	.35	...	Frequently
Port Bell, Uganda	MIA K	.25	.19	.10	
Port Elizabeth, U. of S. Afr.	IDL AO*	2.26	1.77	.30	Dly
•	IDL BO	2.30	1.73	.15	
Port of Spain, Trinidad	LGA P*	.45	.30	.15	Dly
•	MIA P*	.35	.24	.15	Dly
•	MSY P*	.45	.31	.15	Dly
•	HOU P*	.49	.34	.15	Dly
•	BRO P*	.49	.34	.15	Dly
•	CRP P*	.49	.34	.15	Dly
•	LAX P*	.62	.48	.15	Dly
•	MIA SI	.35	.30	.10	Frequently
•	LGA SI	.64	.45	.10	Frequently
•	MIA K	.40	.24	.15	M,T,W,F
•	UL T	.62C	.50C	...	F
•	YTO T	.62C	.50C	...	F
•	EWR TC	.45	.35	...	Frequently
•	HOU SK*—See Note SK				
•	MSY SK*—See Note SK				
Port Sudan, Ang.-Eg. Sudan	IDL BO	1.66	1.26	.15	Su,M,T,Th,F
Porto Alegre, Brazil	LGA P*	1.42	.81	.15	Dly
•	MIA P*	1.33	.75	.15	Dly
•	MSY P*	1.42	.82	.15	Dly
•	HOU P*	1.45	.85	.15	Dly
•	BRO P*	1.45	.86	.15	Dly
•	CRP P*	1.45	.85	.15	Dly
•	LAX P*	1.59	.90	.15	Dly
•	EWR TC	1.45	.90	...	Frequently
Prague, Czechoslovakia	LGA P	1.20	.93	.15	Dly
•	BOS P	1.20	.90	.15	Dly
•	IDL AO*	1.20	.93	.15	Dly
•	IDL S	1.20	.90	...	T,Sa
•	LGA TR	1.00	.85	.12½	
•	HFD TR	1.00	.85	.12½	
•	IDL SW	1.08	.83	.20	
•	IDL BO	1.20	.90	.15	Su,M,T,Th,F
•	IDL SS	1.20	.90	.15	Dly except Th
•	IDL AF	1.20	.90	.15	Dly except W
•	BOS AF	1.15	.88	.15	Dly except W
•	IDL K*	1.20	.90	.15	Su,T,F
•	EWR TC	1.00	.85	.25	
•	IDL SR	1.20	.93	...	Su,W
Preston, Cuba	MIA P*	.20	.10	.15	Dly
•	IDL BO	.96	.72	.15	
Prestwick, Scotland	IDL AO	.96	.72	.15	M,W,Sa
•	BOS AO	.94	.70	.15	M
•	IDL SS	.96	.72	.15	Dly except Th
•	UL T	.90	.67	.15	Dly
Prestwick, Cont'd	IDL SW	.81	.65	.20	
•	IDL K	.96	.72	.15	Su,F,Sa
•	IDL BO	.96	.72	.15	Su,T,F
Puebla, Puebla	DAL B	.41	....	.17	Dly
•	FTW B	.41	....	.17	Dly
•	LRD B	.37	....	.17	Dly
•	SAT B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47	...	M,W,F
•	MEX TA	.48	.38	...	T,Th,Sa
Puerto Cortes, Hond.	MSY TA	.42	.24	...	M,W,F
•	MEX TA	.28	.18	...	T,Th,Sa
Puerto Suarez, Bolivia	MIA P*	1.19	.68	.15	M,W,Sa
•	MSY P*	1.22	.70	.15	M,W,Sa
•	BRO P*	1.25	.73	.15	Su,T,F
•	LAX P*	1.39	.87	.15	Su,T,F
•	HOU P*	1.25	.73	.15	Su,T,F
•	CRP P*	1.25	.73	.15	Su,T,F
Quito, Ecuador	MIA P*	.64	.34	.15	Dly except Sa
•	MSY P*	.70	.41	.15	Dly except F
•	HOU P*	.73	.44	.15	Dly except Th
•	BRO P*	.73	.44	.15	Dly except Th
•	CRP P*	.73	.44	.15	Dly except Th
•	LAX P*	.88	.58	.15	Dly except Th
•	HOU SK*—See Note SK				
•	MSY SK*—See Note SK				
Rangoon, India	IDL BO	2.00	1.57	.15	Su,M,T,Th,F
Recife (Pernambuco) Brazil	LGA P	1.14	.64	.15	Dly except F
•	MIA P	1.07	.58	.15	Dly except F
•	MSY P	1.14	.66	.15	Dly except F
•	HOU P	1.17	.68	.15	Dly except Th
•	BRO P	1.17	.68	.15	Dly except Th
•	CRP P	1.17	.68	.15	Dly except Th
•	LAX P	1.31	.83	.15	Dly except Th
Regina, Sask., Canada	LGA T*	7.00	.35	.10	Dly
Reunion Island	IDL AF	2.26	1.77	.15	Weekly
•	BOS AF	2.24	1.75	.15	Weekly
Reykjavik, Iceland	IDL AO	.77	.58	.15	M,W
•	BOS AO	.75	.56	.15	W
•	EWR TC	.65	.50	...	Frequently
Rio de Janeiro, Brazil	LGA P*	1.24	.70	.15	Dly
•	MIA P*	1.17	.64	.15	Dly
•	MSY P*	1.24	.71	.15	Dly
•	HOU P*	1.27	.74	.15	Dly
•	BRO P*	1.27	.74	.15	Dly
•	CRP P*	1.27	.74	.15	Dly
•	LAX P*	1.41	.88	.15	Dly
•	EWR TC	1.28	.84	...	Frequently
•	DAL B	1.29	.78	.20	M,F
•	HOU B	1.28	.80	.20	M,F
•	ELP A*	1.33	.80	.20	Dly
•	LAX A*	1.41	.88	.20	Dly
Rio de Janeiro, Cont'd	SFO A*	1.42	.88	.20	Dly
•	HOU SK*—See Note SK				
•	MSY SK*—See Note SK				
•	YIP U*	1.20	.78	.15	Su,Th
•	CHI U*	1.20	.78	.15	M,F
Roberts Field, Liberia	IDL AF	1.75	1.32	.15	Thrice Wkly
•	BOS AF	1.73	1.30	.15	Thrice Wkly
•	LGA P	....	....	...	M,Th
•	BOS P	....	....	...	M,Th
Robore, Bolivia	MIA P*	1.16	.63	.15	M
•	MSY P*	1.22	.70	.15	M
•	HOU P*	1.25	.73	.15	Sa
•	BRO P*	1.25	.73	.15	Sa
•	CRP P*	1.25	.73	.15	Sa
•	LAX P*	1.39	.87	.15	Sa
•	BOS AF	2.01	1.51	.15	Su,T,Sa
Ronne, Denmark	IDL SS	1.17	.88	.15	Dly except Th
Rome, Italy	IDL AO*	1.24	.93	.15	Dly
•	IDL S	1.24	.93	...	T,Sa
•	LGA TR	1.05	.90	.15	
•	HFD TR	1.05	.90	.15	
•	IDL SW	1.12	.90	.20	
•	IDL BO	1.24	.93	.15	Su,M,T,Th,F
•	IDL SS	1.24	.93	.15	Dly except Th
•	IDL AF	1.24	.93	.15	Dly
•	BOS AF	1.22	.91	.15	Dly
•	IDL K*	1.24	.93	.15	Su,T,Th,F
•	LGA TW	1.27	.96	.25	Dly
•	BOS TW	1.24	.94	.25	M,T,F,Sa
•	PHL TW	1.30	.96	.15	Sa
•	YIP TW	1.30	.99	.15	
•	CHI TW	1.31	1.01	.15	
•	IDL SR	1.24	.93	.15	Su,W
•	DCA TW	1.27	.97	.20	
•	LGA P	1.33	.98	.15	T,Sa
•	BOS P	1.30	.98	.15	T,Sa
•	EWR TC	1.00	.70	.25	
•	CHI U*	1.31	1.01	.15	Dly
•	YIP U*	1.29	.99	.15	Dly
Saigon, Indo China	IDL AO*	2.37	1.78	.30	M,W,Sa
•	BOS AO*	2.35	1.76	.30	M
•	IDL AF	2.35	1.77	.15	Twice Wkly
•	BOS AF	2.33	1.75	.15	Twice Wkly
•	IDL BO	2.23	1.67	.15	
St. Croix, Virg. Is.	LGA P*	.27	.21	.15	Th,Sa
•	MIA P*	.20	.15	.15	Th,Sa
St. John, N.B.	BOS T*	2.14	.0666	...	Dly
St. Johns, Antigua, B.W.I.	LGA P*	.34	.24	.15	Th,Sa
•	MIA P*	.25	.18	.15	Th,Sa
St. Johns, N. F.	IDL AO*	.42	.32	.15	Dly
•	BOS AO*	.39	.30	.15	T,W,F,Sa
•	BOS T	4.00	.1666		Dly
St. Lucia, B.W.I.	LGA P*	.40	.27	.15	Th,Sa
•	MIA P*	.33	.21	.15	Th,Sa
St. Thomas, Virgin Is. (U.S.)	LGA P*	.26	.21	.15	Th,Sa
•	MIA P	.19	.15	.15	Th,Sa
•	EWR TC	.35	.30	...	Frequently
Salisbury, So. Rhod.	IDL BO	2.02	1.53	.15	Su,M,T,Th,F
•	IDL AO*	2.05	1.54	.30	Dly
Salta, Argentina	MIA P*	1.24	.68	.15	F
•	MSY P*	1.30	.75	.15	F
•	HOU P*	1.33	.78	.15	Th
•	BRO P*	1.33	.78	.15	Th
•	CRP P*	1.33	.78	.15	Th
•	LAX P*	1.46	.90	.15	Th
San Ignacio de Velasco, Bolivia	MIA P*	1.16	.63	.15	M,F
•	MSY P*	1.22	.70	.15	M,F
•	HOU P*	1.25	.73	.15	Su,Th
•	BRO P*	1.25	.73	.15	Su,Th
•	CRP P*	1.25	.73	.15	Su,Th
•	LAX P*	1.39	.87	.15	Su,Th
San Jose, Bolivia	MIA P*	1.16	.63	.15	M,F
•	MSY P*	1.22	.70	.15	M,F
•	HOU P*	1.25	.73	.15	Su,Th
•	BRO P*	1.25	.73	.15	Su,Th
•	CRP P*	1.25	.73	.15	Su,Th
•	LAX P*	1.39	.87	.15	Su,Th
San Jose Costa Rica	MIA P*	.48	.24	.15	Dly
•	MSY P*	.46	.26	.15	Dly
•	HOU P*	.47	.30	.15	Dly
•	BRO P*	.45	.26	.15	Dly
•	CRP P*	.45	.26	.15	Dly
•	LAX P*	.61	.42	.15	Dly
•	MSY TA	.45	.26	...	Dly except Su
•	MEX TA	.31	.20	...	T thru F
•	MIA K	....	....	...	M,Sa
•	HOU SK*—See Note SK				
•	MSY SK*—See Note SK				
San Juan Puerto Rico	LGA P*	.22	.18	.15	Five Dly
•	MIA P*	.15	.12	.15	Twice Dly
•	LGA TC	.30	.20	...	
•	EWR TC	.30	.20	...	
San Pedro, Sula, Honduras	MSY TA	.42	.24	..	M,W,F
•	MEX TA	.25	.18	..	T,Th,Sa
San Salvador, El Salvador	MIA P*	.42	.21	.15	Dly
•	MSY P*	.28	.19	.15	Dly
•	HOU P*	.38	.24	.15	Dly
•	BRO P*	.34	.20	.15	Dly
•	CRP P*	.35	.22	.15	Dly
•	LAX P*	.50	.33	.15	Dly
•	MSY TA	.28	.19	...	Dly
•	MEX TA	.20	.12	...	T thru F
•	HOU SK*—See Note SK				
•	MSY SK	.21	.18	...	
Santa Clara, Cuba	MIA P*	.13	.09	.15	Dly
Santa Cruz, Bolivia	MIA P*	1.16	.63	.15	M,W,F,Sa
•	MSY P*	1.21	.69	.15	M,W,F,Sa
•	HOU P*	1.24	.72	.15	Su,T,Th,F
•	BRO P*	1.24	.72	.15	Su,T,Th,F
•	CRP P*	1.24	.72	.15	Su,T,Th,F
•	LAX P*	1.37	.86	.15	Su,T,Th,F
Santa Maria, Azores	LGA P	.78	.59	.15	Dly except F
•	BOS P	.75	.57	.15	Su,T,W,Th,Sa
Santa Marta, Colombia	MIA P*	.45	.29	.15	Dly
•	LGA P*	.58	.33	.15	Su,Th
•	MSY P*	.52	.30	.15	Dly
•	HOU P*	.55	.33	.15	Dly
•	BRO P*	.55	.33	.15	Dly
•	CRP P*	.55	.33	.15	Dly
•	LAX P*	.69	.47	.15	Dly
Santiago, Chile	MIA P*	1.10	.72	.15	Dly
•	MSY P*	1.27	.79	.15	Dly
•	HOU P*	1.40	.82	.15	Dly
•	BRO P*	1.40	.82	.15	Dly
•	CRP P*	1.40	.83	.15	Dly
•	LAX P*	1.53	.96	.15	Dly
•	EWR TC	1.40	1.00	...	Frequently
Santiago, Cuba	MIA P	.15	.09	.15	Four Dly
Sao Luiz, Brazil	LGA P*	.99	.58	.15	Su,T,Th,Sa
•	MIA P*	.88	.46	.15	Su,T,Th,Sa
•	MSY P*	.92	.53	.15	Su,T,Th,Sa
•	HOU P*	.95	.56	.15	M,W,F,Sa
•	BRO P*	.95	.56	.15	M,W,F,Sa
•	CRP P*	.95	.56	.15	M,W,F,Sa
•	LAX P*	1.09	.70	.15	M,W,F,Sa
Sao Paulo, Brazil	LGA P*	1.24	.70	.15	Dly
•	MIA P*	.85	.46	.15	Dly
•	MSY P*	.92	.53	.15	Dly
•	HOU P*	1.27	.74	.15	Dly
•	BRO P*	1.27	.74	.15	Dly
•	CRP P*	1.27	.74	.15	Dly
•	LAX P*	1.41	.88	.15	Dly
•	EWR TC	1.40	.85	...	Frequently
Sao Salvador, Brazil	LGA P*	1.26	.71	.15	Dly except F
•	MIA P*	1.18	.65	.15	Dly except F
•	MSY P*	1.26	.72	.15	Dly except F
•	HOU P*	1.28	.75	.15	Dly except Th
•	BRO P*	1.28	.75	.15	Dly except Th
•	CRP P*	1.28	.75	.15	Dly except Th
•	LAX P*	1.43	.89	.15	Dly except Th
Seoul Korea	EDF NW	2.26	1.70	.15	Two Wkly
•	CHI NW	2.26	1.70	.15	Two Wkly
•	CLE NW	2.26	1.70	.15	Two Wkly
•	YIP NW	2.26	1.70	.15	Two Wkly
•	LAX NW*	2.26	1.70	.15	Two Wkly
•	MKE NW	2.26	1.70	.15	Two Wkly
•	MPS NW	2.26	1.70	.15	Two Wkly
•	LGA NW	2.26	1.70	.15	Two Wkly
•	PIT NW	2.26	1.70	.15	Two Wkly
•	PDX NW*	2.26	1.70	.15	Two Wkly
•	SFO NW*	2.26	1.70	.15	Two Wkly
•	SEC NW	2.26	1.70	.15	Two Wkly
•	DCA NW	2.26	1.70	.15	Two Wkly
Seoul, Cont'd	LAX P	2.40	1.80	.15	
•	SFO P	2.40	1.80	.15	
•	PDX P	2.40	1.80	.15	
•	SEC P	2.40	1.80	.15	
•	LGA U*	2.26	1.70	.15	Four Wkly
•	BOS U*	2.26	1.70	.15	Four Wkly
•	DCA U*	2.26	1.70	.15	Four Wkly
•	CLE U*	2.26	1.70	.15	Four Wkly
•	CHI U*	2.26	1.70	.15	Four Wkly
•	YIP U*	2.26	1.70	.15	Four Wkly
•	LAX U*	2.26	1.70	.15	Four Wkly
•	SFO U*	2.26	1.70	.15	Four Wkly
Shanghai, Br. Crown Col.	IDL BO	2.20	1.80	.15	
Shannon, Eire	LGA P	.93	.69	.15	Dly
•	BOS P	.90	.67	.15	Dly
•	IDL AO	.92	.69	.15	Dly
•	BOS AO	.90	.67	.15	Su,T,Th,F,Sa
•	DCA AO	.99	.72	.15	F
•	PHL AO	.96	.71	...	
•	LGA TR	.88	.68	.10	
•	HFD TR	.88	.68	.10	
•	IDL SW	.77	.61	.20	
•	UL T	.95C	.72C	.18C	M,W
•	IDL BO	.92	.69	.15	M,Th
•	IDL K*	.92	.69	.15	T,Th
•	LGA TW	.90	.67	.20	Dly
•	BOS TW	.87	.65	.20	T,Sa
•	PHL TW	.94	.71	.20	Sa
•	YIP TW	.97	.74	.20	
•	DCA TW	.96	.73	.20	
•	CHI TW	.99	.76	.20	
•	EWR TC	.75	.60	.25	
•	IDL SR	.92	.70	.15	Su,W
•	IDL K	.92	.69	...	Su,W,F
•	CHI U*	.99	.76	.15	Dly
•	YIP U*	.97	.74	.15	Dly
Singapore, Mal. St.	LGA TR	2.45	1.87	.25	Frequently
•	HFD TR	2.45	1.87	.25	Frequently
•	OAK TR	2.19	1.64	.20	
•	IDL BO	2.23	1.67	.15	Su,M,T,Th,F
•	SFO P	1.70	1.57	.15	Sa
•	LAX P	1.70	1.57	.15	Sa
•	SEC P	1.70	1.57	.15	Sa
•	PDX P	1.70	1.57	.15	Sa
•	IDL AF	2.23	1.67	.15	
•	BOS AF	2.20	1.65	.15	
•	IDL K	2.23	1.67	.15	Su,T
•	EWR TC	2.40	2.00	...	Frequently
•	CHI U*	2.26	1.70	.15	Sa
•	CLE U*	2.26	1.70	.15	Sa

Destination	Airport and Airline	Rates (See Note) [illegible]	Rates (See Note) [illegible]	Per $100 Value	Depart
Singapore, Cont'd.	YIP U*	2.26	1.70	.15	Sa
	MKE U*	2.26	1.70	.15	Sa
	LGA U*	2.26	1.70	.15	Sa
	EWR U*	2.26	1.70	.15	Sa
	DCA U*	2.26	1.70	.15	Sa
Siuna, Nicaragua	MSY TA	.80	.42	....	M,W,F
	MEX TA	.45	.33		T,Th,Sa
Sofia, Bulgaria	IDL AO*	1.80	1.15	.21	M,W,Sa
	IDL SS	1.41	1.06	.15	M,W,F
Soerabaja, Java, N.E.I.	IDL AO*	2.31	1.65	.30	Dly
	BOS AO*	2.19	1.64	.30	Su,Th
	IDL K	2.37	1.78	.15	Su,T,F,Sa
	IDL AF	1.60	1.20	.15	....
	BOS AF	1.57	1.17	.15	....
Stanleyville, Bel. Congo	IDL AO*	1.91	1.40	.30	Dly
	IDL S	1.90	1.43		T,Sa
Stavanger, Norway	LGA AO*	1.13	.85	.21	Su,W
	BOS AO*	1.12	.84	.21	W
	IDL SS	1.07	.81	.15	Dly except Th
Stockholm, Sweden	IDL SS	1.19	.88	.15	Dly except Th
	LGA AO*	1.13	.85	.15	Su,M,W,Sa
	BOS AO	1.12	.84	.15	W,F
	LGA TR	1.06	.90	.12½	....
	HFD TR	1.06	.90	.12½	....
	IDL BO	1.15	.87	.15	Su,M,T,Th,F
	IDL AF	1.24	.93	.15	Dly
	BOS AF	1.22	.91	.15	....
	IDL K*	1.12	.85	.15	Su,T,Th,F,Sa
	EWR TC	1.16	.80	.20	....
	IDL S	1.14	.86		T,Sa
Stornoway, Scotland	IDL AO*	1.06	.81	.15	M,W,Sa
	BOS AO*	1.00	.75	.15	M
Stuttgart, Germany	LGA P	1.25	.94	.15	T,W,Sa
	BOS P	1.22	.92	.15	T,W,F,Sa
	IDL SS	1.15	.87	.15	Dly except Th
	IDL AO*	1.15	.90	.21	Dly
	IDL S*	1.15	.87		T,Sa
Sundsvall, Sweden	IDL SS	1.25	.89	.15	Dly except Th
Suva, Fiji Islands	LAX P	1.75	1.32	.15	M,W,Sa
	SFO P	1.75	1.32	.15	M,W,Sa
	SEC P	1.75	1.32	.15	W,Sa
	PDX P	1.75	1.32	.15	W,Sa
	SFO BC	1.75	1.31	.15	M,Th,F
	HJR BC	1.04	.78	.15	M,Th,F
	VR BC	1.86	1.39	.15	M,Th,F
Sydney, Australia	LAX P	2.36	1.77	.15	M,W
	SFO P	2.36	1.77	.15	M,W
	PDX P	2.36	1.77	.15	W
	SEC P	2.36	1.77	.15	W
	IDL BO	2.92	2.19	.15	Su,M,T,Th,F
	SFO BO*	2.36	1.77	.15	....
	SFO BC	2.36	1.77	.15	M,Th
	HJR BC	1.68	1.26	.15	M,Th
	VR BC	2.42	1.82	.15	M,Th
	OAK TR	2.12	1.67	.20	....
Sydney, N.S.	BOS T*	2.09	.0895		Dly
Taipei, Formosa	SFO PH	2.68	2.03	.15	W,Sa
	OAK PH	2.68	2.03	.15	W,Sa
	PDX PH	2.68	2.03	.15	T,F
	LAX PH	2.68	2.03	.15	T,F
	SEC PH	2.68	2.03	.15	T,F
	LGA PH	2.68	2.02	.15	T,F
	CHI PH	2.68	2.03	.15	T,F
	DCA PH	2.68	2.03	.15	T,F
	CLE PH	2.68	2.03	.15	T,F
	YIP PH	2.68	2.03	.15	T,F
	DEN PH	2.68	2.03	.15	T,F
Talara, Peru	MIA P*	.73	.59	.15	Dly
	MSY P*	.78	.65	.15	Dly
	HOU P*	.81	.67	.15	Dly
	BRO P*	.81	.65	.15	Dly
	CRP P*	.81	.65	.15	Dly
	LAX P*	.94	.62	.15	Dly
Tamatave, Madagascar	IDL AF	2.78	2.07	.15	Weekly
	BOS AF	2.73	2.04	.15	....
Tampico, Mexico	HOU P*	.15	.10	.15	Dly
	BRO P*	.10	.06	.15	Dly
	CRP P*	.12	.07	.15	Dly
	LAX P*	.26	.20	.15	Dly
Tananarive, Madagascar	IDL AF	2.30	1.73	.15	Weekly
	BOS AF	2.26	1.71	.15	....
Tangier, Morocco	IDL AO*	1.39	1.02	.27	Dly
	BOS AO*	1.35	1.00	.15	Su,Th
	IDL AF	1.30	.98	.15	
	BOS AF	1.26	.95	.15	....
Tapachula, Mexico	MIA P*	.42	.21	.15	M,W,F
	MSY P*	.20	.19	.15	M,W,F
	HOU P*	.20	.21	.15	T,Th,Sa
	BRO P*	.17	.17	.15	T,Th,Sa
	CRP P*	.28	.19	.15	T,Th,Sa
	LAX P*	.42	.33	.15	M,W,F
Tegucigalpa, Honduras	MIA P*	.47	.30	.15	Dly
	MSY P*	.40	.30	.15	Dly
	HOU P*	.30	.26	.15	Dly
	BRO P*	.27	.22	.15	Dly
	CRP P*	.36	.26	.15	Dly
	LAX P*	.55	.35	.10	Dly
Tegucigalpa, Cont'd.	MSY TA	.40	.22	...	Dly except Su
	MEX TA	.21	.16		T thru F
	HOU SK*	—See Note SK			
	MSY SK*	—See Note SK			
Teheran, Iran	IDL AO*	1.78	1.23	.30	Dly
	IDL BO	1.76	1.32	.15	Su,M,T,Th,F
	IDL AF	1.76	1.32	.15	Weekly
	BOS AF	1.74	1.30	.15	
	IDL K	1.78	1.33	.15	Th
	IDL SS	1.78	1.32	.15	Su,M,W,F
	EWR TC	1.70	1.39	...	Frequently
Tela, Honduras	MSY TA	.42	.46		M,W,F
	MEX TA	.25	.19		T,Th,Sa
Tokyo, Japan	LGA P	2.34	1.79	.15	Su,W,F
	BOS P	2.31	1.77	.15	Su,W,F
	LAX P	2.35	1.76	.15	M,W,F
	SFO P	2.35	1.76	.15	M,W,F
	PDX P	2.35	1.76	.15	W
	SEC P	2.35	1.76	.15	W
	EDF NW	2.26	1.70	.15	Four Wkly
	CHI NW	2.26	1.70	.15	Four Wkly
	CLE NW	2.26	1.70	.15	Four Wkly
	YIP NW	2.26	1.70	.15	Four Wkly
	LAX NW*	2.26	1.70	.15	Four Wkly
	MKE NW	2.26	1.70	.15	Four Wkly
	MPS NW	2.26	1.70	.15	Four Wkly
	LGA NW	2.26	1.70	.15	Four Wkly
	PIT NW	2.26	1.70	.15	Four Wkly
	PDX NW*	2.26	1.70	.15	Four Wkly
	SFO NW*	2.26	1.70	.15	Four Wkly
	DCA NW	2.26	1.70	.15	Four Wkly
	IDL BO	2.50	1.92	.15	Su,M,T,Th,F
	BOS A*†	2.60	1.95	.15	Dly
	CHI A*†	2.51	1.88	.15	Dly
	CLE A*†	2.54	1.91	.15	Dly
	YIP A*†	2.53	1.90	.15	Dly
	LGA A*†	2.58	1.94	.15	Dly
	DCA A*†	2.56	1.92	.15	Dly
	OAK TR	1.80	1.51	.12½	
	SFO PH	2.66	2.73	.15	W,Sa
	LGA U*	2.26	1.70	.15	Dly
	BOS U*	2.26	1.70	.15	Dly
	DCA U*	2.26	1.70	.15	Dly
	CHI U*	2.26	1.70	.15	Dly
	CLE U*	2.26	1.70	.15	Dly
	YIP U*	2.26	1.70	.15	Dly
	LAX U*	2.26	1.70	.15	Dly
	SFO U*	2.26	1.70	.15	Dly
Toronto, Ont., Canada	IDL A	.13	.07	.04	Dly
	LGA T*	1.76	.041	.10	Dly
Trieste, Italy	IDL AF	1.14	.86	.15	....
	BOS AF	1.12	.84	.15	....
	IDL AO*	1.28	.95	.27	....
Trinidad, Cuba	MIA P*	.15	.08	.15	Dly
Tripoli, Libya	IDL AO*	1.37	1.08	.21	Dly
	BOS AO*	1.35	1.01	.21	Su,Th
	IDL BO	1.35	1.02	.15	Su,M,T,Th,F
	CHI U*	1.42	1.09	.15	....
	YIP U*	1.40	1.02	.15	....
Trujillo, Honduras	MSY TA	.45	.27	...	M,W,F
	MEX TA	.28	.22	...	T,Th,Sa
Tucuman, Argentina	MIA P*	1.28	.71	.15	F
	MSY P*	1.34	.78	.15	F
	HOU P*	1.37	.81	.15	Th
	BRO P*	1.37	.81	.15	Th
	CRP P*	1.37	.81	.15	Th
	LAX P*	1.50	.95	.15	Th
Tumaco, Colombia	MIA P*	.68	.33	.15	Th
	LGA P*	.73	.41	.15	Th
	MSY P*	.71	.39	.15	Th
	HOU P*	.74	.42	.15	W
	BRO P*	.74	.42	.15	W
	CRP P*	.74	.42	.15	W
	LAX P*	.87	.56	.15	W
Tunis, Tunisia	IDL AO*	1.43	1.07	.21	M,W,Sa
	BOS AO*	1.41	1.05	.21	M
	IDL AF	1.24	.93	.20	Four Wkly
	BOS AF	1.22	.91	.20	Four Wkly
	IDL K*	1.26	.93	.15	T,F
	LGA TW	1.24	.93	.12	Sa
	CHI U*	1.31	1.01	.15	Sa
	YIP U*	1.29	.99	.15	Sa
Tuxpan, Mexico	HOU P*	.17	.12	.15	Dly
	BRO P*	.12	.08	.15	Dly
	CRP P*	.15	.09	.15	Dly
	LAX P*	.34	.27	.15	Dly
Tuxtla, Gutierrez, Mexico	MIA P*	.47	.33	.15	Dly
	MSY P*	.44	.32	.15	Dly
	HOU P*	.26	.20	.15	Dly
	BRO P*	.24	.18	.15	Dly
	CRP P*	.35	.19	.15	Dly
	LAX P*	.40	.31	.15	Dly
Usumbura, Belgian Congo	IDL S	2.23	1.67	...	T,Sa
Uyuni, Bolivia	MIA P*	1.16	.60	.15	F
	MSY P*	1.22	.70	.15	F
	HOU P*	1.25	.73	.15	Th
	BRO P*	1.25	.73	.15	Th
	CRP P*	1.25	.73	.15	Th
	LAX P*	1.38	.87	.15	Th
Vancouver, B. C., Canada	SEC U	.081*	.025	.10	Dly
	LGA U	.203*	.201	.10	Dly
	LGA T*	10.13	.375		Dly
	SFO BO*	.11	.08	.15	W
	SFO BC	.11	.08	.15	Su & Alt. Th
	HJR BC	.74	.56	.15	Sa & Alt. T,W
Varadero, Cuba	MIA P*	.12	.08	.15	Dly
Venice, Italy	IDL AF	1.14	.86	.15	....
	BOS AF	1.12	.84	.15	....
Veracruz, Mexico	MIA P*	.30	.19	.15	Dly
	MSY P*	.24	.18	.15	Dly
	HOU P*	.21	.16	.15	Dly
	BRO P*	.10	.12	.15	Dly
	CRP P*	.20	.12	.15	Dly
	LAX P*	.35	.26	.15	Dly
	DAL B	.42	....	...	Dly
	FTW B	.42	....	...	Dly
	LRD B	.29	....	...	Dly
	SAT B	.35			Dly
Victoria, Brazil	LGA P*	1.30	.74	.20	M,W,Sa
	MIA P*	1.23	.66	.20	M,W,Sa
	MSY P*	1.30	.75	.20	M,W,Sa
	HOU P*	1.33	.78	.20	M,W,Sa
	BRO P*	1.33	.78	.20	Su,T,F
	CRP P*	1.33	.78	.20	Su,T,F
	LAX P*	1.47	.92	.20	Su,T,W
Victoria, B. C.	LGA T*	10.13	.375	...	Dly
Victoria de las Tunas, Cuba	MIA P*	.14	.08	.10	Dly
Victoria Falls, So. Rhodesia	IDL BO	2.02	1.52	.15	Su,M,T,Th,F
Vienna, Austria	LGA P	1.26	.95	.20	Dly
	BOS P	1.25	.94	.20	Dly
	IDL AO*	1.34	1.01	.15	Dly
	LGA SI	1.34	.93	.25	Frequently
	LGA TR	1.06	.90	.12½	....
	HFD TR	1.06	.90	.12½	....
	IDL BO	1.24	.93	.15	Su,M,T,Th,F
	IDL AF	1.24	.93	.15	....
	BOS AF	1.22	.91	.15	....
	EWR TC	1.20	.80	.25	....
	IDL SS	1.24	.93	.15	Su,M,W,F
	IDL K*	1.24	.93	.15	T
	IDL SR	1.24	.93	.15	Su,W
Villahermosa, Mexico	MIA P*	.34	.17	.10	Dly
	MSY P*	.29	.18	.10	Dly
	HOU P*	.26	.19	.10	Dly
	BRO P*	.24	.15	.10	Dly
	CRP P*	.35	.17	.10	Dly
	LAX P*	.40	.30	.10	Dly
Visby, Sweden	IDL SS	1.17	.88	.15	Dly except Th
	IDL AO*	1.17	.88	.21	Su,M,W,F
	BOS AO*	1.15	.86	.21	W,F
Wadi Halfa, Ang. Eg. Sudan	IDL BO	1.65	1.24	.15	Su,M,T,Th,F
Wake Island	LAX P	1.54	1.16	.20	Dly
	SFO P	1.54	1.16	.20	Dly
	PDX P	1.54	1.16	.15	F
	SEC P	1.54	1.16	.15	F
	OAK TR	1.29	1.01	.15	....
Warsaw, Poland	IDL AO*	1.27	.95	.21	M,F
	IDL SS	1.26	.95	.15	Su,M,W,F
	IDL AF	1.26	.95	.15	....
	BOS AF	1.24	.93	.15	....
	IDL S*	1.30	.99	...	T,Sa
	IDL SR	1.26	.95	.15	Su,W
Whitehorse, Canada	SEC P	.18	.14	.10	T,Sa
Windsor, Ont., Canada	IDL A	.20	....	...	Dly
	CHI A	.12	....	...	Dly
	LGA T*	2.14	.068	...	Dly
	CHI T	.12	....	...	Dly
Winnipeg, Man., Canada	LGA T*	8.75	.20	...	Dly
	GFK W	.04			Dly
Zagreb, Yugoslavia	IDL AO*	1.31	.98	.21	Dly
Zurich, Switzerland	IDL AO*	1.16	.87	.15	Dly
	IDL SR	1.16	.87	.15	Su,W
	IDL SS	1.16	.87	.15	Dly except Th
	IDL S	1.16	.87	...	T,Sa
	LGA TR	1.20	.80	.12½	....
	HFD TR	.95	.80	.12½	....
	IDL SW	1.00	.80	.20	Six Weekly
	IDL AF	1.16	.87	.15	....
	BOS AF	1.14	.85	.15	....
	IDL K*	1.16	.87	.15	Su,T,Th,F,Sa
	IDL BO	1.16	.87	.15	Su,M,T,Th,F
	EWR TC	1.22	.70	...	Frequently
	LGA TW	1.12	.84	.20	Su,T,W,Th,Sa
	DCA TW	1.19	.91	.20	....
	PHL TW	1.18	.90	.20	Sa
	BOS TW	1.08	.82	.20	Sa
	CHI U*	1.28	.95	.15	Su,T,W,Sa
	YIP U*	1.21	.93	.15	Su,T,W,Sa

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. . . Richard Mallin, *Managing Editor*

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. . . Gertrude E. Smiser, *Notary Public*

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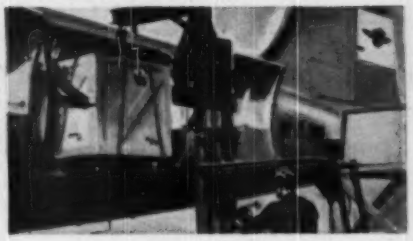

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FOR INFORMATION CALL YOUR FREIGHT BROKER or KLM Royal Dutch Airlines, 572 Fifth Avenue, New York 19, N. Y. LUxemburg 2-4000. Other KLM offices in Miami, Chicago, Los Angeles, San Francisco, Washington, Boston, Montreal and Toronto.

PARTIAL LISTING OF NEW KLM AIR CARGO RATES

ITEM #1330
NYLON HOSIERY

Destination	Weight	Rate per lb.
Hamburg	100 lbs.	60¢
Frankfurt	100 lbs.	60¢
Munich	100 lbs.	60¢
Zurich	100 lbs.	60¢
Geneva	100 lbs.	60¢
Brussels	100 lbs.	57¢
	500 lbs.	52¢
	1000 lbs.	47¢

ITEM #1977
NYLON YARN

Destination	Weight	Rate per lb.
Brussels	100 lbs.	60¢
	500 lbs.	55¢
	1000 lbs.	50¢
	2000 lbs.	45¢
Geneva	100 lbs.	60¢
Zurich	100 lbs.	60¢
Paris	100 lbs.	60¢
	500 lbs.	55¢
	1000 lbs.	50¢
	2000 lbs.	45¢
Rome	100 lbs.	60¢
	500 lbs.	55¢
	1000 lbs.	50¢
	2000 lbs.	45¢
Athens	100 lbs.	60¢
	500 lbs.	55¢
	1000 lbs.	50¢
	2000 lbs.	45¢

ITEM #1636
PENS-PENCILS

Destination	Weight	Rate per lb.
Geneva	100 lbs.	60¢
Zurich	100 lbs.	60¢

ITEM #1700
RADIOS AND RADIO PARTS

Destination	Weight	Rate per lb.
Teheran	100 lbs.	$1.11
	500 lbs.	$1.02
	1100 lbs.	93¢

ITEM #1117 **CHEMICALS AND PHARMACEUTICALS**

Rates are particularly advantageous to Athens, Brussels, Cairo, Damascus, Dusseldorf, Frankfurt, Geneva, Hamburg, Istanbul, Lydda, Madrid, Munich, Paris, Rome, Teheran and Zurich. For example:

Destination	Weight	Rate per lb.
Brussels	100 lbs.	77¢
	500 lbs.	66¢
	1000 lbs.	61¢
	2000 lbs.	56¢
Zurich	100 lbs.	77¢
	2000 lbs.	56¢
Geneva	100 lbs.	77¢
	2000 lbs.	56¢
Frankfurt	100 lbs.	77¢
Hamburg	100 lbs.	77¢
Dusseldorf	100 lbs.	77¢
Teheran	100 lbs.	$1.11
	1100 lbs.	$1.02
	2000 lbs.	93¢
Madrid	100 lbs.	77¢
	1100 lbs.	70¢
	2000 lbs.	66¢

ITEM #1210
FURS-HIDES AND SKINS

Destination	Weight	Rate per lb.
Brussels	100 lbs.	77¢
	500 lbs.	66¢
	1000 lbs.	61¢
	2000 lbs.	56¢
Paris	100 lbs.	77¢
	500 lbs.	66¢
	1000 lbs.	61¢
	2000 lbs.	56¢
Geneva	100 lbs.	77¢
Zurich	100 lbs.	77¢
Rome	100 lbs.	77¢
	500 lbs.	66¢
	1000 lbs.	61¢
	2000 lbs.	56¢
Vienna	100 lbs.	77¢
	500 lbs.	66¢
	1100 lbs.	61¢
	2000 lbs.	56¢
Istanbul	100 lbs.	$1.11
	500 lbs.	$1.02
	1100 lbs.	93¢
	2000 lbs.	84¢

RATES TO OTHER DESTINATIONS AND ON OVER 50 OTHER COMMODITIES QUOTED ON REQUEST